

21 MAY 1954

# *The* Autocar

1/-

FOUNDED 1895

LARGEST CIRCULATION

## Meet the ENTIRELY NEW

"QUALITY FIRST"

# MORRIS

SERIES II

## Oxford



"SO MUCH  
THE BETTER"



**More of everything — More power**

**More room — More comfort —**

**More "Quality First" features**



MORRIS MOTORS LIMITED, COWLEY, OXFORD

London Distributors: Morris House, Berkeley Square, W.1.

Overseas Business: Nuffield Exports Limited, Oxford, & 41 Piccadilly, London, W.1

CC.101(54)

**SERVICE IN EUROPE:** Qualified Morris owners planning a Continental Tour are invited to see their Morris dealer for details of a free service to save foreign currency.



it would be  
**IMPOSSIBLE**  
*to carry a complete stock  
of genuine GIRLING spares  
with you in your car . . .*



**but** you can take with  
you a complete list<sup>★</sup>  
of GIRLING authorised  
agents who carry  
complete stocks and are  
ready to give you

**GIRLING**

THE BEST BRAKES IN THE WORLD



**SERVICE**

*all the World over—and keep your car*

*— Way Out Ahead —* →

★  
send to  
GIRLING LIMITED  
KINGS ROAD  
TYSELEY, BIRMINGHAM 11  
for your copy





*Get the best  
of both worlds*

WITH A

**HILLMAN**

*Convertible*



£510 PLUS P.T. £213. 12. 6

*White-wall tyres, over-riders and stainless rimfinishers, optional extras*

Revel in the sunshine — laugh at the rain! Think of the joy  
your whole family will get from the super-smart, speedy Hillman  
Convertible! Glorious fresh air in Summer, cosy warmth in Winter —  
and all the wonderful Hillman assets:—Light accurate steering, finger-tip gear  
shift, smoothly powerful brakes, bigger-than-ever luggage boot, room for 5 adults,  
and those lovely big-car lines. *See it, try it, at your local Hillman dealer TO-DAY!*

*The perfect car for your family's pleasure*

A PRODUCT OF THE ROOTES GROUP

HILLMAN MOTOR CAR CO. LTD. COVENTRY LONDON SHOWROOMS AND EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1





\* **Is she heavy on oil?**

If so, it is time you saw your garage about a rebore and a set of

The most advanced and effective re-placement piston yet produced giving —  
**NEW ENGINE PERFORMANCE, LONGER CAR LIFE**



Descriptive leaflet from  
**BRICOVMO LIMITED COVENTRY ENGLAND**



\*

*Care-free with Covmo!*

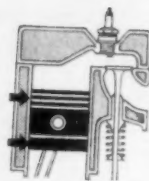
**FULLY FASHIONED SKIRT**

XL de Luxe Pistons in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result.

**Get a good run for your money —**

Fully descriptive leaflet describing these wonderful Pistons post free from BRICOVMO Ltd., Coventry.

**NEW features which protect your engine**



Pistons and cylinders are vital to engine efficiency

**CHROMIUM PLATED TOP RING**

The most recent and far-reaching development in piston research. The layer of hard chrome on the working surface of the top ring in contact with the bore not only virtually abolishes ring wear but also reduces wear of the bore by more than half. The combination of a tapered periphery ring in the second groove, with this chromium wear-resisting ring successfully achieves the dual objects of good bedding-in and long life of the respective working surfaces. Full engine efficiency and economy are maintained for **TWICE THE NORMAL PERIOD**. The well known Maxigroove Oil Control Rings are fitted to ensure satisfactory oil control.

**BLACK GRAPHITED SURFACE** checks running-in wear.

The smooth black surface of the XL de Luxe piston is an impregnation of colloidal graphite. This is remarkably tenacious, lasting for the whole of the average run-in period. It provides extra lubrication during the critical early period before the new bore is fully lapped by piston action. This is another brilliant new feature which means longer life and far greater refinement of running than has ever before been possible.



COGENT



# A real motoring map —



**Great  
Britain  
and  
Northern  
Ireland**

On one sheet,  
folded for easy reference.  
A clear and accurate map  
showing road widths,  
alignments, numbers,  
gradients and distances.

Also giving  
enlargements of  
dense areas

MG 5/54

MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT





**Commencing 24-29 MAY, 1954**  
**SALE DAYS 26 & 27 MAY**

This means big business in used motor vehicles. Measham at Olympia will bring its great experience and powerful selling force to provide in the metropolis an immediate market for sellers and buyers alike.

Once a month the greatest used motor vehicle sale, with its unique facilities and protections, will be in action to serve London and the South. Here is the opportunity to sell your car for the maximum price or to buy with the confidence Measham gives.



*Early entry is advisable. Cars will be accepted for the first Sale from next Monday. Collection, valuing, valeting, delivery, hire purchase and insurance services available.*

*Admission by catalogue only, price 2/6, obtainable from the National Hall main entrance turnstiles.*

Full details and entry forms from

**MEASHAM MOTOR SALES ORGANISATION LIMITED**

368-370 KENSINGTON HIGH STREET, LONDON, W.14

Telephone WEstern 9821 (3 lines)

**SELL YOUR CAR FOR ITS MAXIMUM PRICE**



# **BOSCH**

**AUTOMOTIVE  
EQUIPMENT  
AND FORCE FEED  
LUBRICATORS**



# **BOSCH**

**SPARKING PLUGS**

# **BOSCH**

**UNIVERSAL ELECTRIC TOOLS  
HIGH FREQUENCY ELECTRIC TOOLS  
CONSTRUCTION, INSTALLATION  
AND IMPACT-HAMMERS**

Through versatility and modern methods  
BOSCH products have always been  
developed according to practical needs.  
BOSCH embodies the best quality  
in construction and manufacture

# **BOSCH**

**REFRIGERATORS**

**MANUFACTURERS:**

**ROBERT BOSCH GMBH STUTTGART**

**FOR FURTHER PARTICULARS PLEASE APPLY TO:**

**BOSCH LIMITED**

**45, SOUTH AUDLEY STREET, LONDON, W.1**





Over 3,000,000 cars

FIT  
**ARMSTRONG**  
SHOCK ABSORBERS

for better riding

ARMSTRONG PATENTS COMPANY LIMITED, BEVERLEY, YORKSHIRE





"A wonderful wax finish like this must have cost you a fortune or broken your back!"

"Don't you believe it! I waxed it myself with Car-Plate in minutes — positively no rubbing!"

The perfect pair for the **FINEST WAX FINISH!**

USE THE CLEANER  
BEFORE WAXING

**3/-**



USE THE WAX  
AFTER CLEANING

**5/-**

Clean and condition with **JOHNSON'S**

**CAR-PLATE  
CLEANER**

Wax and protect with **JOHNSON'S**

**CAR-PLATE  
WAX POLISH**

MADE BY THE MAKERS OF JOHNSON'S WAX



# THE B.R.M. DOES IT AGAIN!

**GOODWOOD, 19th April**  
(Glover Trophy and  
Chichester Cup. Driver  
Ken Wharton.)

**SNETTERTON, 24th April**  
(Formula Libre Race.  
Driver Ron Flockhart.)

and now

## Ibsley, May 8th

**Ron Flockhart won the  
Formula Libre Race in a  
Mark II B.R.M.**

You can support the B.R.M.

through the



## O.R.M.A.

(OWEN RACING MOTOR ASSOCIATION)  
Members £1.1.0 per annum. Associate  
Members 5/- Car Badge (full members only)  
£1.10.0 extra.

Full details from: THE SECRETARY, ORMA, KENT HOUSE, MARKET  
PLACE, OXFORD CIRCUS, LONDON, W.1. Tele: Museum 8901-6

## GUARANTEED CAR TAILORING



*Car Seat Covers*  
BY SERVU OF YEovil

### COMPLETE SET PRICES

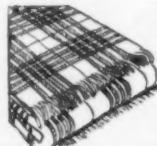
CAR	YEAR	Cotton Drill			Bedford Cord			Tartan Cloth		
		£	s.	d.	£	s.	d.	£	s.	d.
Austin 7, 8 h.p. & A.30	1935/54	4	19	0	6	15	0	7	7	0
Austin A.40	1949/54	4	19	0	7	15	0	7	7	0
Ford 8, 10 h.p., all mods.	1933/54	4	19	0	6	15	0	7	7	0
Ford Consul & Zephyr	1951/54	5	19	0	8	15	0	8	8	0
Hillman Minx	1936/54	4	19	0	7	15	0	7	7	0
Jowett Javelin	1949/54	5	19	0	8	15	0	8	8	0
Morris 8 h.p. & Minor	1935/54	4	19	0	6	15	0	7	7	0
Morris Oxford	1949/54	5	19	0	8	15	0	8	8	0
Riley 1½ & 2½ litre	1947/54	5	19	0	8	15	0	8	8	0
Rover "75"	1951/54	5	19	0	9	15	0	8	8	0
Singer S.M1500	1949/54	5	19	0	9	5	0	8	8	0
Standard 8	1939/54	4	19	0	6	15	0	7	7	0
Standard Vanguard	1949/54	5	19	0	9	15	0	8	8	0
Triumph Mayflower	1950/54	4	19	0	7	15	0	7	7	0
Vauxhall Wyvern	1951/54	5	19	0	8	15	0	8	8	0
Vauxhall Velox	1951/54	5	19	0	9	15	0	8	8	0
Wolseley 4/44, 6/80	1948/54	5	19	0	8	15	0	8	8	0

If your car is not listed, please ask for quotation. Many other materials available.

### Stock RIB CORD FABRIC

#### COVERS

8HP SIZE 53/6 OVER 8HP 59/6  
COMPLETE SET



### TRAVEL RUGS

SIZE 54in. x 60in. .... 38/- each

in All Wool Authentic Tartans.

### OTHER AIDS TO GOOD MOTING

	Each		
Chrome Wheel Trims	18/-	40in. Pile Carpet (Non-Fray)	25/6
Prismatic Mirror	25/-	54in. Headlining	9/-
Pathfinder Map Measure	13/6	52in. Black Topping	13/6
Picnic Stool	7/6	54in. Black Hoodcloth	14/9
Picnic Chair	22/6	36in. Fluted Rubber	19/6
Defroster/Demister	11/6	Draught Exc. Velvet	9d.
Wipac Spark Plugs	3/6	Do. Lace	11d.
Pocket Plug Tester	3/9	Wing Piping	6d.
Latex Foam Cushions		Chamois—Whole Skins	
(all sizes), e.g.:		each	13/6
13 x 14½ x 1½	10/6	Large Car Sponge	4/4
16 x 16 x 1½	10/6	Rug Blanket — Grey/	
		Red Overcheck—60 x	
		78	each 19/11

NOTE: Prices are "Everyday" (not "Sale") and include postage (C.O.D. extra).

Send this coupon for free copy of the Servu Catalogue of Car Tailoring and Motoring and Travel Aids.

My car is ..... colour .....

Name .....

Address .....

CASH OR C.O.D.  
MONEY BACK  
GUARANTEE.

**SERVU**

53, MIDDLE ST.,  
YEovil,  
SOMERSET.





Better than  
any previous  
standard battery  
—even an Exide!

# This battery is better

☆ The separators, which formerly limited battery life by slowly wearing out and finally 'killing' the plates, are now made of *Porvic* —the microporous plastic that *does not wear* in battery service.

☆ The special long-life Exide plates, freed from dependence on separator life, can now show their full lasting capabilities.

☆ The tough, shock-resistant container, designed to outlast even the long-life plates it holds, is built of *hard rubber*.

From your garage

at no  
extra  
cost

*Silver*  
**Exide**

A PRODUCT OF CHLORIDE BATTERIES LIMITED

GL1 142 E



**HML****Enginuity**

There is a new crisp feeling to the accelerator pedal when you fit an HML rebuilt Vauxhall Engine—and running costs drop just as steeply as performance rises. Make a date for your Vauxhall right away with the HML Engine Exchange Plan.

**RADIO**

We have a special department for car radio installations and repairs. Trade enquiries invited.

**PARTS SERVICE DEPARTMENT—**

Open Monday to Friday 8 a.m. to 6.30 p.m. Saturday 8 a.m. to 4 p.m. Sunday 10 a.m. to 1 p.m.

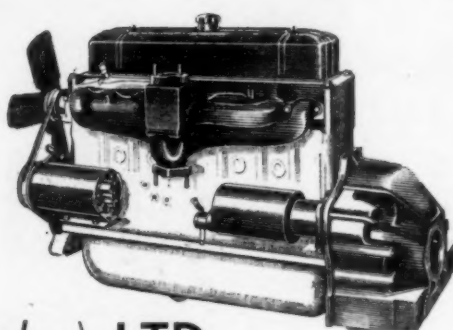
Ring PADddington 0028 for immediate service.

**THE HML ENGINE EXCHANGE PLAN**

Covers all models Vauxhall and Bedford. Your old engine taken in part exchange. We deliver the new engine first—you send the old one in afterwards. Exchange prices from as low as £35.

Deferred terms available. May we send you a copy of our booklet?

BRINGS OUT THE  
**BEST**  
IN YOUR VAUXHALL



**HAMILTON MOTORS (London) LTD.**

*Vauxhall and Bedford Main Dealers.*

466-490 EDGWARE ROAD, LONDON, W.2.

169-171 HARROW ROAD, LONDON, W.2.

Telephone: PADddington 0022 (12 lines).

**'UNIDA' CLEAN-POL MOP**

Regd. Td. Mk.

Pat. App. 9166/54

WITH STEEL FRAME SET IN RUBBER  
**COLLECTS ALL THE DUST AND DIRT**  
**PRESERVES THE FINISH — DETERS CORROSION**

**SAVES ON**  
**CHAMOIS, SPONGE,**  
**POLISH, DUSTERS.**

**MODERN**  
**POLYTHENE**  
**BAG**

**PRESERVES IMPREGNATION,**  
**PREVENTS SCUFFING, IS**  
**SILENT, NON RATTLE, WILL**  
**NOT WEAR OR TEAR.**



**'A delight**  
**to use.'**

*Vide Press*

**KEEPS EXTERIOR IN FIRST-CLASS CONDITION.**  
**GIVES PLEASANT AROMA TO INTERIOR.**

**WILL LAST FOR MONTHS**  
**BEFORE RE-IMPREGNATING**  
**WITH CLEAN-POL SOLUTION.**

2/6

**12'6**

**AT ALL GARAGES and DEALERS**

**A 'UNIDA' PRODUCT**

**LONDON, W.5**

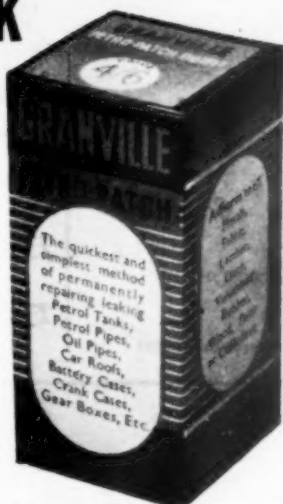


# THE SIMPLEST AND CHEAPEST METHOD OF REPAIRING LEAKS IN EITHER YOUR ENGINE OR YOUR BODYWORK

Petro-Patch is the outfit to repair leaks in any part of your car, in the mechanism or the coachwork.

The outfit consists of a bottle of Petro-Patch solution and a strip of impregnated Petro-Patch fabric, which can be cut with scissors to the required size and which, when applied, provides a permanent, invisible, easily repainted repair.

Petro-Patch is the simplest method and the quickest and is something you'd do well to always have on hand.



FOR PETROL TANKS · PIPES  
BODY REPAIRS · CAR ROOFS  
BATTERY CASES · CRANK  
CASES · GEAR BOXES · ETC.

Obtainable from  
garages and all  
Halford Shops.



**GRANVILLE CHEMICAL CO. LTD., OAKWORTH, KEIGHLEY**

Tel.: Haworth 2281



## PETRO-PATCH



— FULL DETAILS ACROSS

## SUPERSEAL

The last word in leak sealing compounds. Can save you the price of a new radiator. Tins 4/9 and 8/6.

## SUPERFLUSH

For cleaning blocked radiators and keeping them clear. 3/- per tin.

## GLASS DE-MISTER

Render free from misting up windscreens, windows, mirrors and all glass surfaces. 2/6 per bottle.

## RADIATOR RUST PREVENTER

The contents of one packet in the water of your radiator will prevent rust for 12 months. 1/3 per packet.

## SUPERWELD

Engine cracks permanently sealed in 30 minutes. 15/- (one tin).

**GRANVILLE PRODUCTS—OBTAINABLE  
FROM MOST GARAGES**





# MERCEDES-BENZ



## Type 180

NEW STYLE COACHWORK  
WITH EMPHASIS ON COMFORT  
AND RELIABILITY  
PETROL OR DIESEL ENGINE  
4-CYL. 1.8 LITRE

*Outstanding Performance and Extreme Comfort*



THE OLDEST MANUFACTURERS OF AUTOMOBILES IN THE WORLD

Name and address of your nearest distributor available from the  
Sole Concessionaires in the United Kingdom:

MERCEDES-BENZ (GREAT BRITAIN) LIMITED,

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Telephone: VICTORIA 8715

**Type 300** A luxury 6-seater with an exceptionally high performance. 6-cyl. 3 litre.

**Type 220** Lightning acceleration with excellent climbing and road-holding qualities 6-cyl. 2.2 litre.

**Type 170** Economical, comfortable and renowned for durability. Petrol or Diesel Engine 4-cyl. 1.7 litre.

# destroy RUST

In the home—in the garage—on the farm  
—in the garden—wherever there is Rust—  
Plus Gas will destroy it. Over 16,000  
leading industrial concerns have proved it.

**At last available to you in half-pint tins price 3/9d  
from garages, agricultural engineers, ironmongers etc.  
Write to us for name of nearest stockist.**

*Trade enquiries invited*

Plus Gas Company Ltd., 1-11, Hay Hill, London, W.1.

Telephone: Hyde Park 9566/9

★ QUICKEST RESULTS

★ NON-ACID

★ NON-INJURIOUS

# PLUS-GAS

FORMULA 'A'

DISMANTLING FLUID (RUST REMOVER)





*Folding hood with VYBAK flexible rear window manufactured by Coventry Hood and Sidescreen Co., Ltd.*

## Fold the window with the hood!

Now — have the window in your car hood as large as you like. Enjoy more light, better vision.

VYBAK Flexible Clear Sheet — a new BAKELITE Plastics development — folds back neatly as part of the hood. It is tough and long-wearing and it won't crack, craze or discolour. For sidescreens, there is a rigid grade of VYBAK Clear Sheet which gives excellent visibility and keeps its shape and clarity despite changes in temperature and humidity.

Have new VYBAK Plastics rear windows or sidescreens fitted in your own car now. Write to us for samples, and name of your nearest dealer.

*VYBAK Flexible Sheet means safer driving! With a larger rear window you can make more use of your inside driving mirror.*



**Flexible or  
Rigid Clear Sheet**

**BAKELITE LIMITED · 12-18 GROSVENOR GARDENS · LONDON · S.W.1**

VSIR



Available again!

# PHILCO

## CAR RADIO

THERE'S ONE TO SUIT EVERY CAR



### LOOK AT THESE FEATURES

- ★ Manual and push button controls on all models
- ★ Extreme simplicity in changing push button stations (5 seconds operation)
- ★ Fully tropicalised and rust-proofed parts
- ★ Automatic volume control
- ★ Tuned radio frequency stage
- ★ Permeability tuning
- ★ Three position tone control
- ★ Push-Pull output in de luxe models
- ★ Evenly illuminated multi-coloured scale

**PHILCO CR.3690.A 'ECONOMY LEADER'** 3 unit, 6 valve, medium waveband receiver, with 6½ inch P.M. 3 watt speaker  
Price: 27 gns. tax paid

**PHILCO CR.3692.A 'VALUE LEADER'** 3 unit, 6 valve, medium and long waveband receiver, with 6½ inch P.M. 3 watt speaker  
Price: 30 gns. tax paid

**PHILCO CR.3694.A 'DE LUXE'** 3 unit, 8 valve, medium waveband push-pull receiver, with 8 inch 6 watt speaker  
Price: 33 gns. tax paid

**PHILCO CR.3696.A 'DE LUXE'** 3 unit, 8 valve, medium and long waveband push-pull receiver, with 8 inch 6 watt speaker  
Price: 35 gns. tax paid

All four models in 6 or 12 volts

Standard suppression equipment included

### AND THE PHILCO SW.3691.A SHORT WAVE CONVERTER

to convert any car radio to full short wave reception on five spread bands. Six push buttons for selection of medium wave, or 16, 19, 25, 31, 49 metre bands

Price: £10 tax free

Full suppression equipment included

Philco car radio is at last back again! From the pioneers of car radio comes this leading range of sets, all with handsome chrome-plated control panels, built-in finger guards to protect speaker, high quality reproduction, ample sensitivity and selectivity.

No other manufacturer in the world makes as many RADIO and TV sets as Philco  
PHILCO (GREAT BRITAIN) LIMITED • ROMFORD ROAD • CHIGWELL • ESSEX  
Telephone: HAINAULT 4151



To make more space for a passenger's knees steal a bit of space from beneath him. With Intalok Spring Cases you can make the seats shallower without losing any comfort. *Intalok Spring Cases* are used today by many British car manufacturers.

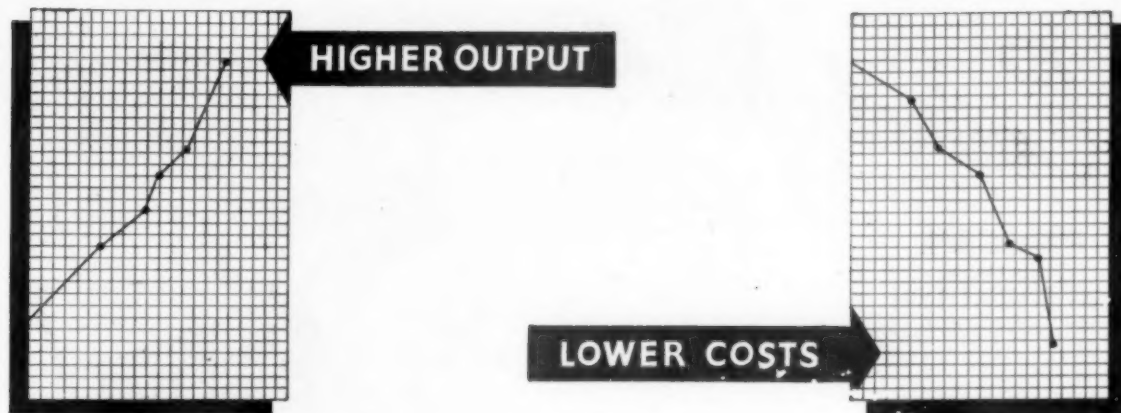


**SPRING  
CASES  
FOR CARS**

A PRODUCT OF THE SLUMBERLAND GROUP. TRADE ENQUIRIES TO:  
INTALOK LTD., CALDWELL ROAD, NUNEATON. TEL. NUNEATON 2367/8







See the latest equipment for  
speeding production at Britain's fourth

# MECHANICAL HANDLING EXHIBITION & CONVENTION

OLYMPIA · LONDON · 9-19 JUNE 1954

MECHANICAL HANDLING is so important that no industry can function properly without it; unnecessary work is eliminated, bottlenecks are overcome, and production is increased many-fold. Britain's Mechanical Handling Exhibition and Convention—held every second year—is the biggest of its kind in the world. Nowhere else can you see such a comprehensive range of equipment, or hear experts in so many industries discuss the latest machines and methods.

This year's Exhibition will demonstrate the enormous strides made in handling techniques during the last two years, and bring to the Convention platform Britain's leading mechanical handling engineers who will point the way to higher output at lower cost. Plan your visit today! Post the coupon for full particulars.

#### The world's largest display of

Conveyors, elevators, hoists, stackers, cranes, mechanical loaders and shovels, fork lift trucks, industrial trucks, coal handling plants, overhead runways, aerial ropeways, grain handling plant, wagon tippers, pneumatic installations and ancillary equipment.

#### Many working exhibits.

So vast is this exhibition that ample floor space is provided for much of the equipment to be demonstrated under working conditions.

#### Special Facilities:

Full information service; free consulting bureau; overseas visitors' reception and lounge; industrial cinema; post office, etc.

Organized by 'MECHANICAL HANDLING'—the journal of industrial mechanization



To: "Mechanical Handling," Dorset House, Stamford Street, London, S.E.1.  
Please send me the 1954 Exhibition Brochure with details of Convention, free season ticket, etc.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

C



# Entirely New!

## PELICAN BI-HEXAGON BOX SOCKET SETS $\frac{1}{2}$ " SQUARE DRIVE

A NEW and improved tool with an old name—Garringtons—the hallmark of quality. For ease and versatility it is unequalled. Finely finished with major surfaces mirror polished, the sets are forged by a new process which combines great strength with light weight. The boxes are of high grade steel, stove enamelled in maroon.

### 24 SET BOX (BACD)

Supplied with Speed Brace, Tommy Bar, Tee Piece, Ratchet, Universal Joint, 6in. and 12in. extension,  $\frac{1}{4}$  x  $\frac{1}{2}$  Converter Driver, and  $\frac{3}{8}$  x  $\frac{1}{2}$  Converter Driver. Space available in box for additional tools—Great Skua Spanners, Screwdrivers, etc.

### 18 SET (BACC)

Speed Brace, Tommy Bar, Tee Piece, Ratchet 6in. extension, and 12in. extension.

Space for optional additions of 14 and 18 mm. Sparking Plug Sockets and Universal Joint.

### 6, 10 & 12 SET BOXES

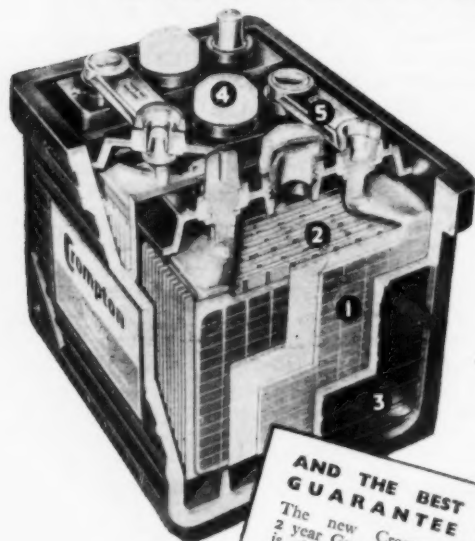
All supplied with Tommy Bar, Tee Piece, and 6in. extension. Ratchet and Universal Joint can be added as extras. Available in Whitworth, American and Unified sizes.



GARRINGTONS LTD • BROMSGROVE WORCS • DARLASTON STAFFS

YEARS AHEAD IN POWER AND ENDURANCE

# The new Crompton battery



**AND THE BEST  
GUARANTEE**  
The new Crompton  
2 year Guarantee Plan  
is the most generous  
ever given for a  
standard car battery.

Here at last is a real improvement in the part of the battery that actually generates the power, plus other top quality refinements which add up to better starting and longer life. The Crompton battery is the new name for the famous Young battery.

## Better in 5 ways — yet costs no more

- 1 New plate design with 'Nilcrode' alloy plates pasted with new active material to give longer life and improved starting, particularly from cold.
- 2 'Dri-Stor' micro-porous separators—virtually indestructible—for long life and maximum performance.
- 3 Tough, shock-proof, hard rubber containers.
- 4 New finger grip vent plugs for easy removal.
- 5 Larger connector bars for higher starting voltage.

Switch to

**Crompton**  
BATTERIES—they stay **YOUNG**

CROMPTON PARKINSON LTD.  
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VAUXHALL'S CHOICE—

# 'Vynide' for the 'VELOX'

Regd.

Vauxhall Motors Limited  
and other leading car  
manufacturers choose

## 'Vynide'

for car-seating upholstery

because 'Vynide' is:

HARD - WEARING  
SCRATCH-PROOF  
FIRE-RESISTANT  
STAIN-PROOF

*-unaffected by petrol,  
oil and dilute acids*



'Vynide' will keep its smart appearance through years of hard wear. The only maintenance required is an occasional wipe-over with soap and water. 'Vynide' is the registered trade-mark of the p.v.c.-coated fabric manufactured only by the Leathercloth Division of Imperial Chemical Industries Limited.

## 'Vynide'—best in the long run

IMPERIAL CHEMICAL INDUSTRIES LTD., LONDON, S.W.1



V.30





## ARNES

of  
ALBEMARLE STREET  
for  
ARMSTRONG SIDDELEY

Following our success in  
introducing these world-famous  
cars into the European, American and  
other Overseas Markets, we are privileged  
to retail them to our friends in the  
United Kingdom.

WE SHALL BE PROUD TO DEMONSTRATE TO YOU THE MAGNIFICENT

*Sapphire*

from our Showrooms at :—

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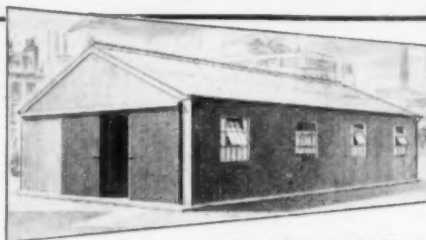
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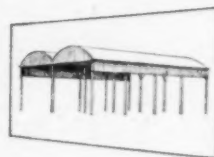
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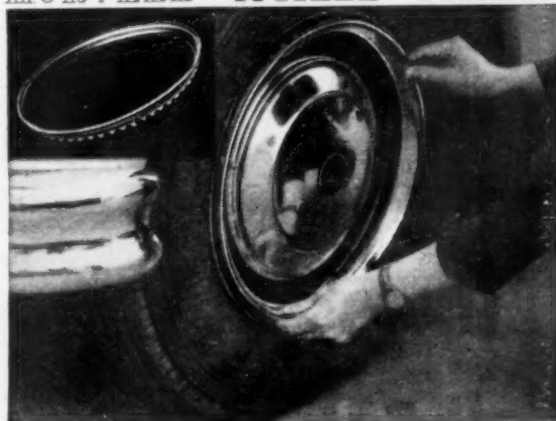
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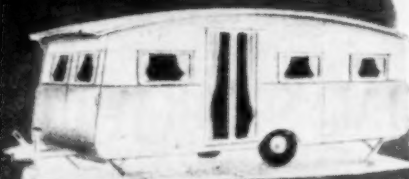
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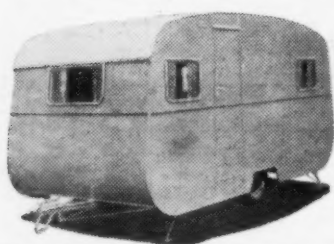




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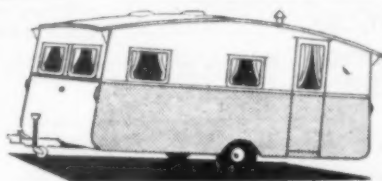


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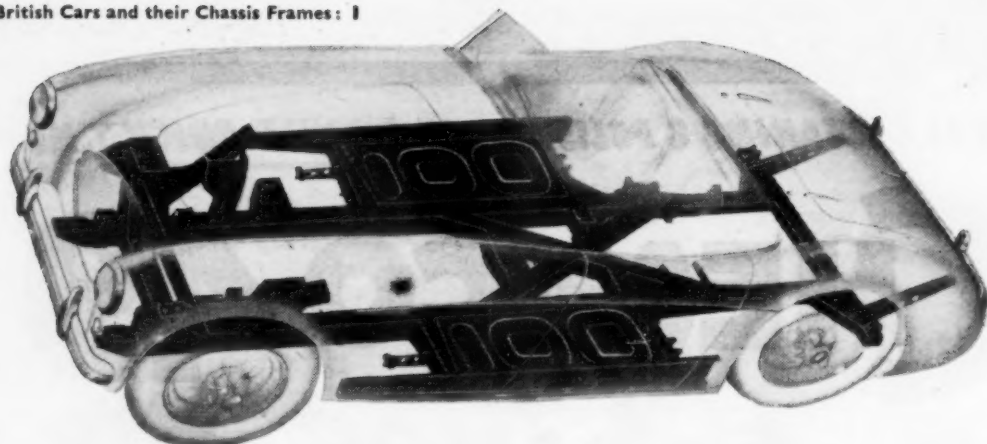
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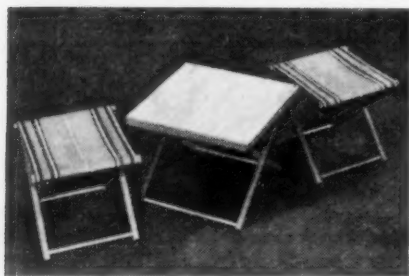


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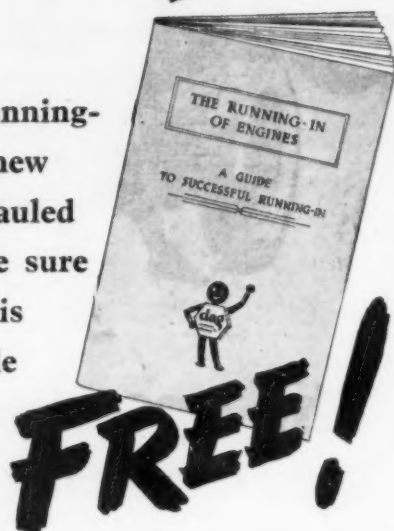


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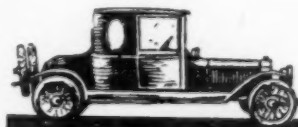


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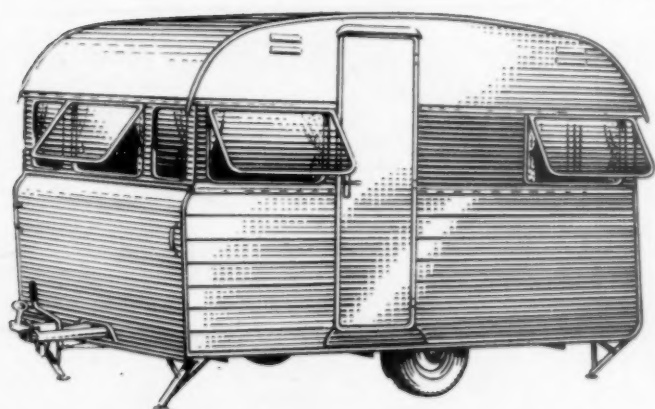
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B.Sc., A.M.I.Mech.E.

ASSISTANT EDITOR

MICHAEL BROWN

EDITORIAL DIRECTOR

ARTHUR B. BOURNE

Editorial, Advertising and  
Publishing Offices:

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BRANCH OFFICES:

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# The Autocar

FOUNDED 1895

No. 3051

Friday, 21 May 1954

Vol. 100

## Standards of Breakage

THE fact that there existed a standard for the toughened glass used in wind-screens may come as a surprise to many motorists who have seen only the "missile mile" stories resulting from this material. However, the standard has been mentioned in the past in these columns, and it has now been revised from at least forty to not fewer than twenty granules to the square inch. This means that a toughened glass screen which shivers into the customary "frosted" appearance will have disintegrated into particles numbering not less than the standard. As a result, visibility through the damaged screen will be increased considerably, and on only rare occasions, when the light and the condition of the screen surface are particularly unfavourable, is anything like opacity to be expected.

Progress is rarely achieved without sacrifice, and the fragments will, under the new standard, be heavier as a result of their increased size. Where they become detached from the frame, therefore, their ability to scratch will be somewhat increased owing to the increase in weight, and their power to damage as missiles, slight though it may be, will also increase proportionately. Only the eyes, however, are likely to be vulnerable to this danger.

It is worth while reiterating that the selection of glass for windscreens is between imperfections, if not actual evils. Laminated glass, the alternative to toughened, although withstanding tremendous impacts, has a nasty habit of discharging slivers from cracks into a car interior. The positive views so often expressed on screen glass are not fully shared, incidentally, by staff motorists of *The Autocar*, who, as a group, retain doubts as to which type of screen they prefer. One thing deserves emphasis, and that is the debt owed to glass manufacturers in making their products suitable for car use at all. The difference between a car's windscreen and the household window represents a great step forward towards safety.

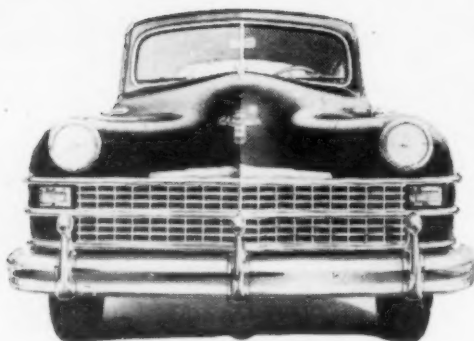
## Racing Form

THOSE spectators who braved the backhanders which the weather dealt Silverstone last Saturday saw some satisfying racing, even if many of the results were a confirmation of expectations. Froilan Gonzalez showed a brilliance of technique that augurs a good season for him, and Parnell's duel with Maurice Trintignant, of France, in the second heat of the International Trophy race, was a joy to watch. The two Ferraris were, indeed, a study in scarlet. The final of this event also promised well, for Stirling Moss, of Britain, was in good form, and was obviously better served by his new Maserati than he has been recently. The race lost much when rear axle trouble forced his retirement, leaving the French Gordini as the only likely challenger of the flying Ferrari. The newly found reliability of the Gordini is satisfying; after some years of disappointment, this rather delicate French design seems to have grown suddenly more robust.

Too much can easily be made of the failure of the British challenge. Racing has enormous prestige value; it has in some respects a refining effect on the production car, even if that effect is so delayed as ultimately to be difficult to trace; but it remains primarily a sport, and it will be a sorry day when this aspect is submerged in the others. Moreover, the present season is young and the Grand Prix formula is not the only one. Indeed, the 500s at Silverstone, as usual, provided a spectacle and a lap speed that came very close to surpassing those of the formula 1 event. In this race Moss was superb, and his ability was more than adequately backed by the Beart-tuned Norton engine of the Cooper which he drove. Rarely has a formula 3 car sounded happier.

The organization of the mammoth day's racing was good, and only one reservation needs making. The track in front of the pits was never sufficiently clear during any of the races. This is unfair to the drivers, and very dangerous in view of the potentialities for trouble of Woodcote Corner. The trespassers, who should be experts in the racing game, are doubly to be criticized for enhancing such risks.





Chromium plating gone mad in the post-war years: the fantastic "harmonica" front of a Chrysler and the "shark's smile" grille of a Buick. Both these marques have now evolved more imposing and dignified frontal treatments.



## "Unusual Sumptuousness"

WHAT IS A DE LUXE VERSION OF A POPULAR MODEL,

IT is a tendency of the times for de luxe versions of popular models to be introduced, but it is not easy to say just what the term means. From the manufacturing viewpoint, there is a drawback in the production of a true de luxe version of a popular model, for the former casts rather a reflection on the latter. It suggests that the popular one is not *luxe* at all but rather austere or "cheap," and one manufacturer made it a policy not to offer leather as an extra because this would, in catalogues, underline the fact that the realistic leathercloth in the normal models was not real.

There are two ways around this difficulty. There can be two parallel ranges of models under two different names, or a quantity production firm can buy up a quality car name, and produce a model under that name, with smart bodywork but utilizing all the principal mechanical components of their popular model.

It is of interest to note that the remarkable changes of policy and development that completely changed the category of cars over a period of years, that brought Vauxhall from being a competitor of Bentley to a competitor of Fords, and that have made present Fords a rival of sports car makers, have with Hillman Minx and Sunbeam-Talbot introduced a great difference. The current Minx remains a small popular

car that, with success, seeks to have something extra in the way of performance, style and graces, and to be "classier" than other popular cars. The Sunbeam-Talbot has grown to be much larger engined, of independent design, a high performance semi-sports car with competition successes behind it; and the names Sunbeam and Talbot are once more in the quality category.

These interminglings of different makes and models enable manufacturers to produce comparatively cheaply some excellent models by ringing the changes: the palm may perhaps go to the excellent large car that had a combine's commercial vehicle engine, souped up, and coachwork by a famous coachbuilder! Thus a managing director, sinking into the choice upholstery foam and surrounded by tulipwood and cut crystal, could be heaved around by the same extremely sound means that were transporting round the country, on bare wooden platforms, the sausage-polishing machines that paid for the tulipwood. A good and sensible formula, of which there has been more than one example.

Before the war the de luxe model was distinguished, as I have pointed out, by its sunshine roof and leather upholstery, and these were extremely powerful sales points. For so many motorists the convenience but imprisonment of a saloon were recent, and they remembered the world of open car



This Austin A.40 Somerset coupé has upholstery of good leather, which Austins usually offer as an extra for popular models. A convertible body, always more expensive than a fixed head saloon, is often given "de luxe treatment." On the A.40 a p.v.c. coated hood is used, which is superior to a cloth one. An oil pressure gauge and radiator thermometer are valuable and interesting instruments, but not vital ones.

by J. R.  
Davey



motoring. And the painted cloth upholstery had a cheap appearance and a short life of smartness. As a rule the standard model had the same amount of chromium plating as the alternative. "Austerity" models, in which a principal economy was the elimination of chromium plating, had come up against their own ornamented versions, on the second-hand market at competing price, although only a year old.

People did not then bother very much about a fairly rapid rate of wear and tear and rusting out. They changed cars frequently, obtaining a new one at cut price by means of the exaggerated price then paid by dealers for a second-hand car if a new one was bought. The nineteen-twenties and early 'thirties had been a time of great technical and styling development, too, which made cars obsolete after a few years. There were running about in the 'thirties plenty of such obsolete cars as the famous "bull-nose" Morris-Cowley

weight, wheelbase and track to overcome the barbarity of the suspension systems of the times, and this class of quantity production car was popular. Small pre-war quality cars with a marked sporting character, such as the Triumph Southern Cross and the Riley Nine, were also successful. It may be noted that the enormously improved suspension of the modern small car has wiped out a principal advantage of the larger model in riding comfort and road-holding.

As there is at present a marked tendency for the "de luxe" to be revived, there are three paths the development can take. They correspond rather closely to the Oxford Dictionary definitions. "Luxury: use of choice or costly food, dress, furniture, thing that one enjoys, thing desirable but not indispensable"—this seems to cover the provision of a lot of extras, not necessary, but attractive, useful and enjoyable, such as heaters, radio, sunshine roofs, fog lamps, vizors. In America, models with many gadgets (or gimmicks) often outsell the plain version.

The anglicized French word *luxe* is "Of unusual sumptuousness or comfort." There is no doubt that a principal difference between popular and quality cars is the very ample and comfortable seating of the one and the often rather skimpy and undersized seating of the other; also the careful soundproofing and sealing in better bodywork. The definition "Luxuriant: profuse of growth, exuberant, rank; florid, richly ornamented" is unhappily not inapplicable to cars, whether to those which have been "gadged" by their owners like Christmas trees, or to florid models which the manufacturers have decorated.

#### Public Taste

Disregarding such foolish (but rather attractive) toys, it is interesting to consider the genuine de luxe features which are undoubtedly wanted by much of the popular car public. Chromium is the most controversial, and there seems justification for saying that manufacturers can no longer get away with adding chromium ware with both hands while at the same time excusing its poor quality by pleading shortages of materials. It is heartbreaking for an owner who has made great sacrifices to buy a new car to see it becoming a shabby horror before his eyes. On the other hand, it is generally accepted that the public dislikes and has always disliked all-painted cars with no plating at all. It seems that styles in which chromium is used as clever, judicious touches and not in mad profusion are acceptable to the public, and this

## or Comfort"

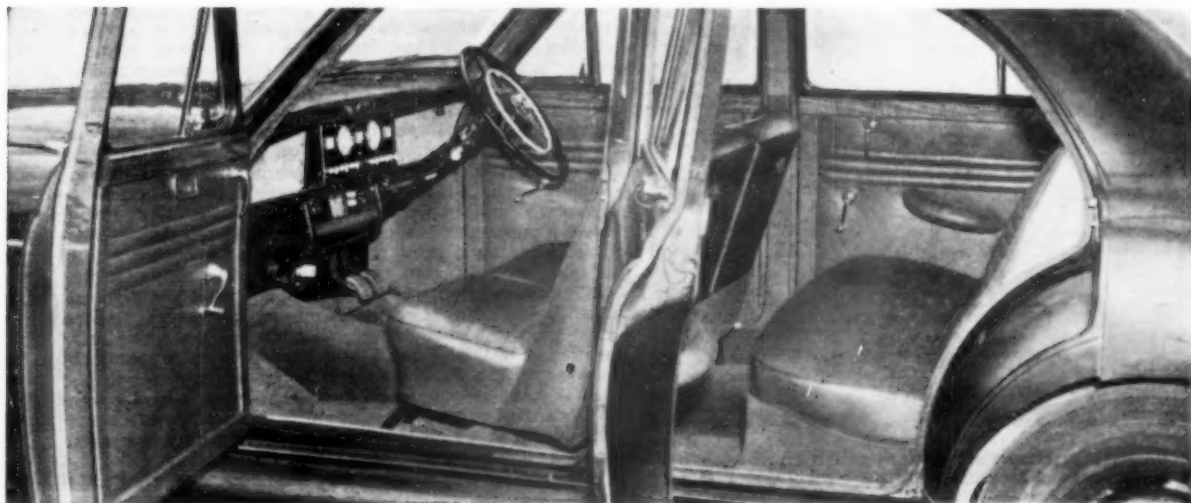
### AND WHAT SHOULD IT BE?

and the 11.9 h.p. Bean to demonstrate that a popular car could be built too well in the early Vintage period!

Attempts by quality car manufacturers to invade the small car market, of which the 12 h.p. Sunbeam Dawn was an example, were not usually successful. They were defeated by the fact that those who had the money to pay more wanted more size: small car owners were lovers not of smallness but of the low price which accompanied it. If they had more money, they moved up a size. (And the "popular" in a de luxe version was a rival.) Correspondingly, those who had the income to pay the tax, insurance, fuel and tyre bills of a Big Twenty had the capital to pay for quality, and the cheap Big Twenty was not often a success. Rolls-Royce, notably, have always avoided small "quality" models, and, once their car became a 40-50, they did not descend below the Twenty of the 1920s, itself a then controversial introduction. The model grew successively to a 20-25, 25-30 and then a 30 h.p. of those horse-power tax times.

In a Fourteen or Sixteen there were space, and sufficient

Good hardwood, leather, and pile carpet in the interior of one of the inexpensive quality cars, the Wolseley Four Forty-Four. It is the admiration of the popular car owner for fittings such as these that is the starting point of the luxury versions of the lowest priced small cars.





# "Unusual Sumptuousness or Comfort" . . . . . continued

offers possibilities of much better quality, or even the use of stainless steel in solid pressings, electrolytically polished.

One of the best examples of judicious use of plating is seen on the current Ford Prefect. A thin line round the windscreen, a rim for the painted grille, hub caps, neat but imposing combined front light and winker units, bumpers and a bonnet mascot, are plated. When this rather pretty little car is seen alongside the plain Anglia version it is startling to observe what an effect the chromium has: it is quite a swanky little model without being what is sometimes humorously called a "cad's car," the plated lamp fronts being particularly effective. Only the hub caps are gratuitously large in plated area. The Prefect has the seats of the Anglia, the same engine and body, and the difference in the two models is therefore principally one of appearance, although the Anglia has two and the Prefect four doors. Another excellent example of a striking yet pleasing effect being obtained with a moderate amount of plating is the elegant, rather Italianate, Wolseley Four Forty-Four.

Ford contribute another interesting example of a de luxe model with the Zodiac, based on the 2-litre Zephyr. Besides such embellishments of the appearance as are given by two-tone colour schemes and pile carpet of finer quality, there are comfortable seats with real leather trimmings. As so many people were already tuning up Zephyrs, evidently the factory felt that it might as well join in, and the Zodiac was given by its makers a high compression cylinder head and increased performance. Thus, the model has appearance, comfort and performance changes and is comprehensively "de luxe."

The Four and Six post-war Wolseleys were based on Nuffield pressings for the bodywork, which were, except for frontal changes, similar to those used for the Morris Oxford and Six models. Steel pressings are steel pressings, just that: but there could be (as in this instance) great differences in paintwork and interior sound-proofing coats and such things, Wolseleys being quality cars and notably refined and glossy. The seats were entirely different, being most ample and comfortable; there were a hardwood fascia and trim, and this use of wood, though beloved of the public, is a most expensive item in any car: cabinetwork is craftsman's work. The engines were basically stock Nuffield designs, of great soundness, but they were given overhead valves and special

carburation, so that there was a greatly increased performance compared with the Morris editions with those basic power units. In fact, a good works will, if you give it more money, give you an enormously better car.

In any large group of different car manufacturing firms, internal competition may be quite serious. For instance, the new Prefect, the de luxe latest version of Ford's 1,172 c.c. four-seater saloon, might compete with and rob the Consul 1½-litre six-seater of some sales. In a large group of separate makes and factories, a de luxe version of a model of one make might be a serious clash with another similarly sized model of a high-quality make. There is such a thing as making a model play Cinderella to its sisters.

The Volkswagen de luxe is a most interesting indication, because of its great sales success, of public need and taste. As with the actual standard model, it has come a long way



Clever use is made of a moderate amount of plating to enrich the front appearance of the Ford Prefect. Thin plated rims encircle the windscreen and grille, the bumper is plated, and the lamps have plated settings; only on the hub plates is there a large expanse of chromium.



On first acquaintance with a quality car, it is the great comfort of the seats and the pleasant feel and smell of choice leather that make the greatest impression. (Bentley sports saloon.)

since the original rather "cheap and nasty" people's car of A. Hitler's day. It offers, among its extras, hydraulic instead of mechanical brakes. But in general it is mechanically simple in the extreme and has no great pretences to silent running, either. It has, however, an oven-baked synthetic finish, brightwork comprised of solid fillets of non-corrosive metal, thick synthetic upholstery, and a very low-stressed engine. A considerable factor in its success is the public demand for more durability in all respects of a car, and it is in such respects a great advance on pre-war popular cars. As has been said, such de luxe features have to be built-in to all models. It is hardly politic to offer them as "extras"!

A car can be too cheap. If, under the stress of rising costs, a public that is short of money, and keen competition, a manufacturer is going to have a car ruthlessly the owner is quite soon going to pay very dearly in pounds for the shillings shaved off suspension dampers, paint and pigment quality and thickness, panel interior protection, under-chromium protective plating, oil seals, and a score of such matters. If this is done it is impossible to restore such economies in a de luxe model: what sales manager in his senses could offer a saloon at £500 and also a model with "proper rust-proof plating, adequate dampers, non-fade and non-bloom paintwork" at £550, however great the demand for the latter?

Moreover, manufacturers have been known to "stick a bit extra" on a de luxe model in order to cheapen or subsidize



the standard version. Too often in the past, either de luxe or sports versions of popular cars have cost much too much more than the standard model. But this has always applied less when two versions are put out under separate *marque* names.

It might be thought that there is something incongruous and unwise about de luxe bodywork on cheap chassis (extending the term to include the bottom pressings of integral construction cars), but pre-war examples of this practice, still running about, prove that it is not so. With regular servicing, fairly inexpensive and infrequent renewals of worn parts, and some form of underpan or chassis anti-rust protection such as undercoating or occasional oil spraying, a popular chassis and engine can have a very long life in time, if not also mileage.

A de luxe interior of thick real hide upholstery, hardwood trim and a good wool cloth head lining lasts almost indefinitely and, like most things made of natural, "all the way through," materials, will mellow rather than grow shabby, as can be seen in many of the old de luxe bodies on popular chassis, built many, many years ago.

Such an interior is wasted expense if it is not backed up by internal protection of the body and wings, to ensure that they do not rust out structurally. It should also, ideally, be backed up by really protective non-bloom, non-fade and non-porous paintwork, and sound chromium plating. I would personally prefer "de luxe" paint and plating with routine upholstery to the opposite arrangement. . . . Even so notorious a colour as maroon can be completely reliable in the paints used by quality coachbuilders and bus firms.

### Leather in Cars

Concerning de luxe features it has been said that a hardwood facia and fillets are expensive. The same cannot be said of leather seats, which at cost are remarkably little more expensive than p.v.c. coated upholstery. The very finest leather of perfect surface from that rarity, the cow or ox which has never met barbed wire, a warble fly or a horn-wielding friend, has scarcity value, and leather with its own natural surface can be used only in quality cars. But without impairing its advantages over p.v.c.—the ability to "breathe," its thickness, pleasant feeling and scent—leather can have its top layer thinly shaved off and it can be printed with a grain (by dies based on leather patterns) so that nearly all hides, not just selected ones, can be used. It is customarily lacquered to waterproof and dirt-proof the surfaces, sometimes with a darker tone in the lower surfaces of the pattern to give an antique effect.

P.v.c. coated material is not so thick or durable; it is printed from dies based on real hide patterns; sometimes the same patterns as are used for surfacing leather. In showroom appearance (but not that pleasant scent) there is little to choose between the real and the synthetic.



In the Volkswagen De Luxe the interior is much enhanced by the care taken to conceal screws and fastenings of all kinds, a point which is always studied by specialist coachbuilders and in which some modern popular cars have been at fault. A luxurious interior should never give evidence of the factory and assembly line.

The true function of the honest de luxe model is not so much gadgets, which can be bought and added to any car by the owner, but the addition of everything which has been pared off the standard model. A complete inversion, so that the de luxe was the standard model, and there was a popular or austerity model in which drastic economies had been made, might be a good thing for British cars.

In Britain, quite a large proportion of the population is formed of craftsmen, and there has been, through centuries of peace and prosperity, comparatively recently so rudely interrupted, a great accumulation of really well-made things. There is a deep instinct for quality. Although he is in the forefront of the movement for producing things more cheaply, in much greater quantities, the British popular car manufacturer is deeply imbued with this instinct. The bodywork of the British popular car has always been greatly influenced by it. Cuts for extreme weight and price saving, or for past shortages of materials, have been made unhappily and restored with joy and satisfaction behind the scenes. It does not take much investigation of the non-superficial detail of any design to find many things which have been done so well as to suggest that the censors of the costing department sometimes nod! In the battle of the export markets, quality and worth are regarded as being, in the final assessment, the important weapons in holding the present overseas successes.

White-walled tyres and striking two-colour schemes are used by Ford in the luxurious Zodiac, evolved from the Zephyr. The model's clean lines can carry this treatment and the two-colour sides make it look longer and lower





# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby

## Tribute

ONE of the most pleasing tributes to this journal bears repetition because it comes from a source of great repute, none other than the *New York Times*. The critic was Aline B. Louchheim, writing about art and motoring. First she pinpoints the difficulty of reconciling the two in a paragraph on motoring art in which our late colleague F. Gordon-Crosby figures:

It's not good art. Not at all. And your first reaction is that this indeed is a field in which the camera has every advantage and every prerogative. But then you make a small retraction. For in some strange and curious way, the best of these "carists," like the late "Freddy" Gordon-Crosby, manage to squeeze into these drawings and watercolours—for all that they are often dismal in tone, insensitive in design and gross in line—some of the excitement, some of the concentrated drama, some of the sense of a supercharged experience which exudes from the racing and sports car enthusiasts.

Later, the article pays a tribute to two of my colleagues with which I



Appreciated.

thoroughly agree, and it is a pleasure to see these modest artists so appreciated:

Nor could the camera do, either, what the "carists" do in the field of what is called the "exploded view" or "cut-away" drawings of engines. Max Millar and J. Ferguson are the men who specialize in this field—and they are good, too. They work in line and wash, and what they do is to visualize how the engine would appear if it were "sectioned." They work only from blueprints, separate parts and the completed (and therefore almost completely covered) engine, so that the "sectioning" becomes an imaginative as well as a scientific act.

Multi-cylinder racing car engines and aircraft engines, with both internal combustion and gas turbines, are converted by them into drawings which are not only infinitely informative to the mechanically minded (the Russians regularly subscribe to publications in which they appear) but also make out of the intricacies, the precision and the almost organic relationships of machine parts something very beautiful to look at.

## Customs

FOR the most degrading experience that the human being must suffer in times of peace (there is nothing that quite comes up to his treatment by the Services on first reporting to fight their war), I put forward customs examina-



Degrading.

tions, and for one of the worst countries in this respect I nominate Britain. By which you will gather that I have once more, and recently, spent a couple of hours getting away from the cross-Channel ferry. The customs officers are pleasant enough, but nothing really overcomes the nauseating experience of being assumed a liar.

Has it ever struck you that the country which imposes strict customs examination has something to fear? If a country makes the best of everything and supplies its citizens with all their needs its frontiers can be wide open to goods, if not to people. Britain's no longer are.

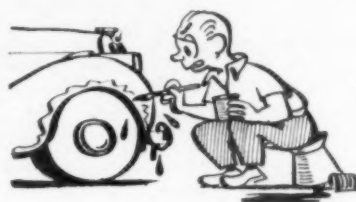
## Little Touches

SOME time ago I remarked that the life of the car seemed, mostly, to be the life of its bodywork. Judging from my own, it is high time that further effort was made to prolong the life of bodywork. The car has been in my hands for two years, during which time it has served me magnificently to the tune of 40,000 miles, which is, I reckon, a reasonable mileage even for a professional motorist. In other words, the engine, transmission and suspension have been, shall we say, fully employed but without showing signs of deterioration. There have been one or two failures, of course, but the bones of the car are by no means worn out and the cylinder head has not yet been removed (nor needs to be).

The bodywork, however, is in no such happy state. Pockmarks began over a year ago, and although the rust-proofing process to which the body was subjected during manufacture meant that within the pockmarks there was clean metal, it was necessary for this owner to make the occasional pilgrimage with the paint pot to avoid unsightliness. During all this period the coachwork was cared for thoroughly. Now the more serious form of paintwork deterioration has started, the edges of the locker lid and a front wing having started to go. Unfortunately, this time the rust-proofing has gone as well, for the brown oxidization has bitten into the

metal. So now I go round with a piece of fine sandpaper as well as the paint pot, cleaning before the brushing cellulose is put on. If the areas become greater a third remedy will have to be added—a filler—but for the moment the brushing cellulose, neatly applied with a soft, camel hair brush, is serviceable.

Sometimes I can be seen mournfully contemplating the light alloy doors of my garage. They have neither paint nor polish, but after a longer life than the car's paintwork they are unblemished. It seems strange that the ability of the aluminium alloys to seal themselves off from the weather cannot be more widely used in bodywork.



Deterioration.

## Pleasures

I THINK in the end I shall win, my idea of motoring pleasure being smooth progress in an air of reasonable luxury. Not for me (so much) the fierce acceleration and the sustained high speeds, because, most of my motoring being within a hundred miles of London, the really high-performance stuff is impossible, anyway. These thoughts arise from a journey home during that lovely little heat-wave which we had this month. The evening was late—half-past eight before I left London—and as I drove back the spring world was sauntering along the banks of the Thames at the various places where my route follows the river. It was exceedingly pleasant to go slipping quietly along amongst the figures and the parked cars, almost alongside the newly painted motor cruisers moored out in the stream. Summer frocks were making their first appearance, and helped the cherry blossom to colour the suburban (near) landscape. By the time I had glimpsed the last rays of evening over the lake at Virginia Water (just visible through the beech trunks of the Royal park) the nightingale was singing in the Berkshire woods. Of that fact recent correspondence in *The Times* will bear me witness. A few days before I had heard the nightingale singing in the hot sunlight of midday just south of Besançon, and the performance was therefore complete.



# FIRST AGAIN



*leads!*

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(Daily Express International Trophy Meeting)

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1st FERRARI - - - - F. GONZALEZ

#### PRODUCTION TOURING CAR RACE

1st JAGUAR\* - - - - IAN APPLEYARD

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3rd JAGUAR\* - - - - STIRLING MOSS

TEAM PRIZE AND CLASS 'C' JAGUAR\*

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CLASS 'E' 1st FORD\*

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(Subject to official confirmation.)

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# SILVERSTONE

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**1st** (class E) B. G. de Mattos — Ford  
 Team Prize won by Jaguar Cars Ltd.

### IN THE INTERNATIONAL SPORTS CAR RACE

- 1st** (class D) — Roy Salvadori — Aston Martin  
**1st** (class E) — Alan Brown — Cooper-Bristol  
**1st** (class F) — C. Chapman — Lotus  
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### IN THE DAILY EXPRESS INTERNATIONAL TROPHY RACE

2 litre Award

- 1st** Tony Rolt — Connaught

(Subject to official confirmation)

**All these cars were fitted with MINTEX brake liners**



**When you've got to STOP**

**you can rely on MINTEX**

**BRAKE LINERS**



Manufactured by British Belting & Asbestos Ltd. Available at leading garages throughout the country



# NEWS and VIEWS

## MIRA. Proving Ground and Laboratory Being Opened

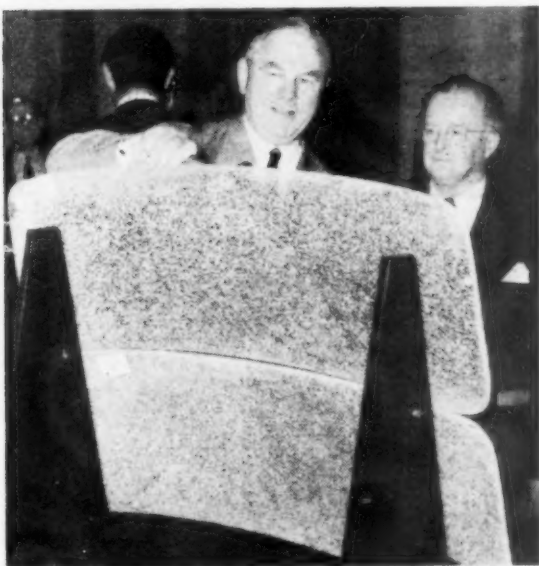
AT 2.30 p.m. today, Friday, the official opening will take place of the new research laboratory and proving ground of the Motor Industry Research Association at Lindley, near Nuneaton, in Warwickshire. The Minister of Transport, the Right Hon. Alan Lennox-Boyd, will perform the opening ceremony.

The proving ground is now complete, with virtually every type of surface that cars are likely to encounter from corrugations to water splashes, a dust tunnel, and various types of noise generating surfaces. A high-speed circuit and a cross-country track, with optional extra rough section, are also included.

The laboratory is equipped to carry out exhaustive work on engines, general engineering, electronics, instruments, metallurgy, chemistry, and so on.

## Improved "A.P."

READERS with a bent for photography may be interested to know that the *Amateur Photographer* is being improved and enlarged. Commencing with the issue of June 2, its page size is being increased to 10½ in by 8½ in, and there will be a new front cover design. A number of new features is being planned, and at intervals from June 16 onwards a full colour section will be included. The price remains at 1s.



These two broken windscreens were made to the old British Standard (below) and the new one (above). It can be seen that the larger particles of glass resulting from the new standard provide some improvement in vision.



H.R.H. the Duke of Edinburgh has now taken delivery of his 3-litre Lagonda drop-head coupé, seen here at the conclusion of its final preparation. Reference to the Duke placing his order for the car was made in *The Autocar* of April 9.

## Tunnel for the Tyne

THE importance of the Tyne Tunnel project is fully recognized by Mr. Lennox-Boyd. In the House of Commons recently he said that, after the Dartford-Purfleet Tunnel, the project would be the next one to be approved in the road programme.

## Annual Competition

AN exhibition of prizewinning drawings and examples of handicraft entered for the 1954 competition organized by the

Institute of British Carriage and Automobile Manufacturers will be held at the Society of Motor Manufacturers and Traders, 148, Piccadilly, London, W.1, from Wednesday, June 9, to Saturday, June 12. It will be open from 9.30 a.m. to 1 p.m., and from 2 p.m. to 5.30 p.m. daily, and anyone interested in the development of coachwork is invited to make a visit.

The competition is organized in conjunction with the Worshipful Company of Coach Makers and Coach Harness Makers of London, the Society of Motor Manufacturers and Traders and the National Federation of Vehicle Trades.

## NEW BRITISH STANDARD FOR SAFETY GLASS

TOUGHENED glass is affected by a new standard decided upon by the British Standards Institution. It is to be adopted by the principal manufacturers of safety glass in this country. By the new standard, toughened glass must break into not fewer than 20 particles per square inch instead of the minimum of 40 laid down previously.

In reaching this decision the Institution has been in close touch with the glass manufacturers and the Road Research Laboratory.

One of the primary reasons for seeking this change was the difficulty of making glass to the old standard that could be

curved into the "wrap-round" shapes currently demanded by some modern stylists, but an increase in the safety factor was also required. The pros and cons affecting decisions about how many particles to the inch are desirable can be whittled down to the observation that the fewer particles there are the less will visibility be affected when the glass breaks, but the larger the pieces the sharper will be their edges.

Under the new standard the average number of particles to the square inch will be about 30 to 35, compared with an average of nearer 60 under the old standard, so visibility should be improved. However, the manufacturers and the Road Research Laboratory are agreed that neither the weight nor the sharpness of the larger particles now decided upon will add significantly to danger in the event of an accident. The Laboratory has conducted tests to discover what degree of visibility exists through the old and the new glass after it has broken into particles (but remained in situ). Various obstacles had to be negotiated by drivers and it was found that their efforts were much more successful when glass made to the new standard was used.

It would certainly appear that the new glass will be better than that which it supersedes, but it should not be thought that the bog of a sudden deterioration of vision is overcome. The main danger when a screen breaks is the suddenness with which vision is affected, and the interval necessary before the driver becomes accustomed to looking through the shattered glass.





The new car ferry terminal at Dover, first put into operation last July, has been completed. A well-equipped reception centre can be seen on the far side of the car park and cars drive straight on to the ferry boats between twin towers which can be seen beside the harbour wall.

## NEWS and VIEWS . . . continued

### Austin A.40 Price

THE basic price of the Austin A.40 Somerset saloon was incorrectly given as £499 in the "British Cars for 1954" issue of May 7. It is £449, as given in the table on page 720 in this issue, listing basic and total prices including home market purchase tax of British cars and those of foreign origin available in Great Britain.

### Blinded ?

IN 1953 dazzle was regarded by the police as being the chief cause of 1,593 accidents. This figure, which represents 0.9 per cent of all accidents involving personal injury, was given by Mr. Hugh Molson in answer to a parliamentary question. The corresponding figures for 1952 were 1,272; and for 1951, 1,602.

### Sales in Sweden

AN all-time record total of more than 25,000 cars were first registered in Sweden during the first quarter of this year. Best seller was the Swedish Volvo, followed by Volkswagen. The Ford company came a close third to Volkswagen, but it is believed that the number of Ford imports will rise steeply when the waiting list for the new Anglia and Prefect can be satisfied.

### Triumph in America

A 14,000-MILE journey through the 48 states of America has just been completed by Mr. Frank Oxley and Mr. Trevor Sutton in a Triumph TR2 sports car. The journey began and ended in New York and took 20 days 22 hours. Weather conditions varied from freezing point to 93 deg F, and included heavy snow and fog. At times the car climbed to over 11,000 feet.

The average speed for the journey, including stops, was 28 m.p.h., but excluding stops the average was over 50 m.p.h. The car was fitted with a Laycock-de Normanville overdrive

### For the Tourist

THE English edition of *Auberges de France* for 1954, the handbook of the *Club des Sans-Club*, has now been published. It is not a guide book in the accepted sense, but it is a guide, and a useful one, to inns, restaurants and hotels where the food is good irrespective of its cost. Prices of meals are given, so that the tourist can choose where and what to eat according to his purse. France is covered by 17 circuits mostly radiating

from Paris, but there are also recommendations for Belgium, Denmark, Holland, Italy, Luxembourg, Norway, Spain and Switzerland.

The English edition costs 15s, and it is obtainable from the Seymour Press, Ltd., 282, Vauxhall Bridge Road, London, S.W.1.

### De Luxe Standard Eight

A DE LUXE version of the Standard Eight saloon has been introduced. As regards mechanical components it is identical to the basic model described in the September 18, 1953, issue of *The Autocar*, but the de luxe specification includes winding windows with opening ventilators, hub caps, dual windscreen wipers and sun vizor, and push button door locks. The interior is completely trimmed in Vynide, while leather trim is available as an optional extra. The price of the new model is £379, plus £159 0s 10d purchase tax, giving a total of £538 0s 10d.

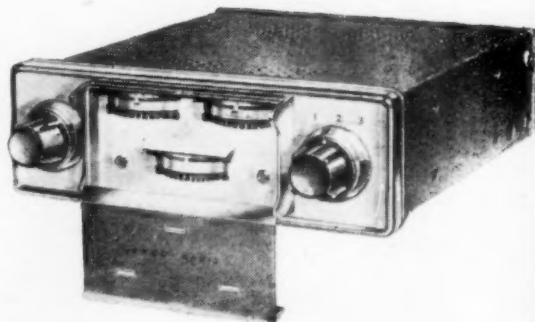
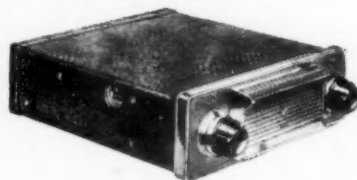
### Pedestrian Safety

A PEDESTRIAN can walk with greater safety on the right side of a road which has no pavements; after dark the risks taken by walking with his back to the traffic increase 2½ times. These facts deserve to be more widely known by the general public. In reply to a question asked in the House of Commons recently, Mr. Hugh Molson said that in the new Highway Code no change would be made in the advice given: to pedestrians, where there was no footpath, that they should walk on the right in the face of oncoming traffic; that anyone leading an animal should keep to the edge of the road and place himself between it and the traffic. There were no regulations on this subject.

## NEW CAR RADIOS

A NEW range of car radios has been introduced by E. K. Cole, Ltd. It has been based on the Ekco Model CR152, a new six-valve superhet receiver which is finished in dove-grey with a chromium-plated surround. Four versions are available to meet varying requirements of speaker type and location in different cars, and for ease of installation it is supplied in three units—receiver, power unit and speaker. Two of the models have been approved as alternative standard optional equipment for the Humber Hawk and Hillman Minx, and these are distinguished by the designations CR152-Q and CR152-Y respectively. They incorporate the basic CR152 chassis, but they are styled to blend with the facias of the cars concerned.

There are also three receivers intended for installation in the Ford Consul and Zephyr Six and the Ford Anglia and Prefect. The special de luxe model called the CR227-Z has been designed for the Ford Zodiac. The price of the standard CR152 in any of its four versions is £26 10s inclusive of purchase tax.



A hinged cover on the receiver unit of the new Ekco radio conceals three independent tuning drums, all of which can be brought into action by turning the selector switch on the right. Two drums operate in the medium wavelength and the third is for long wave use. The drums can be used for manual tuning or can be pre-tuned to different stations, in which case the cover can be closed and the pre-tuned stations selected by turning the switch.



# ASPECTS OF THE LAW



## No. 2

### CARELESS DRIVING

SOME weeks ago a friend of mine was driving me through Sussex; he is an experienced driver and I had always thought him to be a careful one. On this occasion we were passing through a village at a moderate speed of about 20 m.p.h. We approached a blind bend towards the end of the village where the road was fairly narrow. My friend took the bend without slackening speed or sounding his horn. I said to him, "What would have happened if there had been a car coming the other way, taking that bend in the same way as we did?" My friend laughed and said, "Don't worry, there never is." In the conversation which followed he was forced to admit that he had driven carelessly at that corner, and that if another car had been coming a collision would have been probable.

It is, of course, a criminal offence to drive carelessly, and many people drive carelessly without realizing it. When they are brought to court they deny most vehemently that they have been guilty of careless driving, and only when the facts of the case are exposed one by one do they realize that their driving on the occasion in question was negligent. In the first article of this series (May 14) I stressed the difference between dangerous and careless driving. Before a person can be convicted of dangerous driving it must generally be shown that his conduct was wilful or reckless; in careless driving, however, pure negligence or thoughtlessness is sufficient to constitute the offence. An accident may occur solely because of a driver's failure to keep a proper look-out—a failure of this sort is driving without due care and attention.

#### The Nature of The Offence

The offence of careless driving is set out in Section 12 of the Road Traffic Act, 1930. The section specifies two separate offences and a person guilty of negligent driving may be charged with either one of them. The section says: "If any person drives a motor vehicle on a road (i) without due care and attention, or (ii) without reasonable consideration for other persons using the road, he shall be guilty of an offence." This provision covers the cases of bad driving which are not sufficiently bad to be branded dangerous—those which are owed not to wilfulness or recklessness but to negligence or inattention. All drivers will agree that the

safe driving of a motor vehicle demands a high standard of care and attention; if the driver's attention is allowed to wander or his driving is careless and negligent he becomes a very real danger on the roads. So, also, does the inconsiderate driver—the one who persists in maintaining his own course or speed regardless of the inconvenience and even danger he causes to others. A good example of driving which is at once careless and inconsiderate is given by a person pulling out from the left side into the path of oncoming traffic without properly looking to see whether anything is coming; he may have seen nothing in his driving mirror and pulled out without a signal, to find that a vehicle invisible in his mirror had been in the act of overtaking. The number of cases of this nature which appear in the courts today is surprising. Here, the driver's action was clearly negligent. To reach the standard of care necessary—the due care and attention required by the Act—he should have looked both in his mirror and out of a side window to make certain the road was clear before he pulled out.

#### Both Are to Blame

It is not uncommon for more than one of the drivers involved in a collision to be found guilty of careless driving. That an accident has, in fact, occurred, suggests that someone has been negligent, and quite often the blame can be laid on more than one person. To illustrate this point, if two drivers approach a cross-roads at right angles with insufficient care—perhaps both crossing at 20 m.p.h. without warning—and they collide, it is quite clear that both are to blame for their negligence.

Most prosecutions for careless driving arise out of accidents or near-accidents; but, of course, many offences do not reach the courts. Usually in the case of an accident, however slight, the police are quickly on the spot, and from the statements they take and their own observations they are able to prosecute the offender and conduct the case. As with dangerous driving, a private person may prosecute anyone for this offence, and the police are always willing to give as much help as possible. But, for a prosecution to succeed, it is essential to have corroboration, such as the evidence of witnesses or strong circumstantial evidence, which helps to prove the guilt of the accused. A conviction





## ASPECTS OF THE LAW

continued

cannot be obtained in a case which is merely "oath against oath"—where the prosecutor swears that the accused drove carelessly and the accused swears that he did not; the case must be made out beyond all reasonable doubt, and to do this the corroborative evidence of a bystander, of a passing driver, or of a passenger who saw the incident, is necessary. A complaint made before a magistrate institutes proceedings, but the complaint must be made within six months of the alleged offence; otherwise, the proceedings will be "out of time" and the court cannot hear the case.

### For the Court to Decide

Whether or not a person's driving was negligent, if he showed reasonable consideration for others, whether or not he was sufficiently alert, are all questions of fact—and the courts have to decide upon the facts as they appear from the evidence. There is no yardstick by which "due care and attention" can be measured. The degree of care required must depend largely upon the circumstances of each particular case; in some instances a skid can be caused by negligence but in different conditions it may be unavoidable.

In a 1938 case where a learner driver of a car knocked down and injured a pedestrian, it was held that there cannot be one standard of due care for an ordinary driver and another for a person lacking in experience or skill. In this case the learner was convicted of driving without due care on the grounds that, whether experienced or inexperienced, a driver must exercise due care and attention; it is not a question of skill or experience but of the standard of care required for public safety. In giving judgment on appeal in this case, Lord Hewart said: "The driver, experienced or inexperienced, . . . must see what he is about. He must pay attention to what he is doing and show proper care. Due care and attention is something not related to the proficiency of a driver but is governed by the essential needs of the public on the highway."

In a 1952 case which is relevant, a man was convicted of careless driving when, proceeding at a reasonable speed, he turned right into a side turning and collided with a motor cycle coming the other way. It was argued in his defence that what he had done was the result of an error of judgment and he could not, in law, be said to have driven without due care and attention. The contention that a driver could escape liability for careless acts by pleading an error of judgment was rejected by the courts, who held that, if a driver was not exercising the degree of care and attention that a reasonably careful driver would have exercised in the circumstances, he was guilty, whether or not he had made an error of judgment. Lord Goddard, the Lord Chief Justice, said in this case, "It was for him (the driver) to take care that he could exercise the manoeuvre in safety."

### Speed and Visibility

It is interesting to note that there is no rule of law laying down that a driver must be able to pull up within the limits of his own vision. If he is unable to do so, however, the circumstances may point to his being guilty of careless driving. He has a duty to attend to "the essential needs of the public on the highway" and if he fails in this duty through negligence, he must be held liable. It was found in a 1938 case that a driver acting in obedience to traffic lights did not owe special care towards traffic unlawfully crossing his path, but if he has seen it he should take all reasonable steps to avoid a collision.

The offence of careless driving is one which can be heard only before the Magistrates' or Petty Sessional Courts. A person may be charged with this offence as an alternative to a charge of dangerous driving, and if the court decides there

is insufficient evidence to prove that he has driven dangerously then, if it is satisfied that he was merely inattentive or negligent, it may convict him of careless driving. It is the practice in some courts, where a person is charged alternatively with both offences, for the prosecution to accept what is called a plea to the lesser offence. That is to say, where the accused pleads "not guilty" to dangerous driving but "guilty" to careless driving, then the prosecution may decide to drop the case of dangerous driving and accept the admission of the accused that he was guilty of careless driving. It may not be generally known that, under Section 20 of the Road Traffic Act, 1930, a policeman may arrest the driver of any motor vehicle who, within his view, commits an offence of dangerous or careless driving, unless the driver either gives his name and address or produces his driving licence for examination. In such an instance, the five days' grace allowed for the production of a driving licence at a police station does not apply.

### The Lesser Crime

Careless driving is not, of course, as serious an offence as dangerous or reckless driving and, consequently, the penalties are not as heavy. On a first conviction for careless driving the offender may be fined up to a maximum of £20, and on second and subsequent convictions he may be fined up to a maximum of £50 or sentenced to up to three months' imprisonment. In such cases, the gravity of the offence and the offender's previous record will be taken into account in assessing the penalty. On conviction for this offence the court must order particulars to be endorsed on the offender's driving licence "unless for any special reason the court thinks fit to order otherwise."

In addition to the above penalties, the court may order a person convicted of careless driving to be disqualified from driving; but an offender cannot be disqualified for more than one month when it is a first conviction, or for more than three months in the case of a second or subsequent conviction. If, within the three years previous to a conviction for careless driving, a person was convicted of dangerous driving, the former conviction may be treated as a conviction for careless driving for the purposes of disqualification and he will be liable in such a case to disqualification for up to three months. Instead of making an order for disqualification for a fixed term, the court may order a person to be disqualified until such time as he has passed a driving test.

### A Point to Watch

Under the Road Traffic Act, 1930, the same restrictions on prosecution apply to a case of careless driving as to a case of dangerous driving. A person will not be convicted of careless driving unless he has been warned, either at the time of the alleged offence or within fourteen days afterwards, that he may be prosecuted. It is up to the accused to prove that this condition has not been complied with; otherwise, the court will assume that it has.

One of the dangers of carelessness is that it may tend to become a habit, in driving as in anything else. The driver who "knows the road" and so is not as alert as he should be, and the one who takes a cross-roads at speed because "there's never anything coming" form a large percentage of the defendants in careless driving actions. The police maintain that many cases arise from experienced drivers' omitting—whether through fatigue, irritation or inattention—to do something they normally do as a matter of course. That omission may be simply not sounding the horn, not slowing down, not using the mirror, or risking an amber traffic light, but it may result in a conviction for careless driving.

BARRISTER-AT-LAW.





*Miss Kay Kendall appears by courtesy of the J. Arthur Rank Organisation*

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the David Brown equipe.

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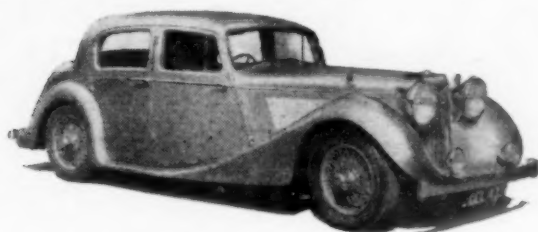
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# USED CARS ON THE ROAD



**No. 72: 1938 4½-litre V-twelve  
Lagonda Saloon**

<b>Price New</b> £1,550	<b>Acceleration</b> from rest through gears	<b>Fuel</b> consumption 10-12 m.p.g.	<b>Speedometer</b> reading 34,462
<b>Price</b> <b>Secondhand</b> £725	TO 30 m.p.h. ... 4.5 sec TO 50 m.p.h. ... 10.3 sec TO 60 m.p.h. ... 13.7 sec 20-40 m.p.h. (top gear) 8.4 sec 30-50 m.p.h. (top gear) 8.8 sec	<b>Oil</b> consumption 1,000 m.p.g. approximately	<b>Car First</b> <b>Registered</b> August, 1938

**No. 71:  
1946 3½-litre Jaguar Saloon**

<b>Price New</b> £860 plus £239 12s 9d <b>Price</b> <b>Secondhand</b> £350	<b>Acceleration</b> from rest through gears	<b>Fuel</b> consumption 16 m.p.g. approximately <b>Oil</b> consumption negligible	<b>Speedometer</b> reading 61,450 <b>Car First</b> <b>Registered</b> July, 1946
	TO 30 m.p.h. ... 6.5 sec TO 50 m.p.h. ... 13.5 sec TO 60 m.p.h. ... 18.8 sec 20-40 m.p.h. (top gear) 10.1 sec 30-50 m.p.h. (top gear) 11.0 sec		

**B**IG, powerful cars may frequently be purchased at very reasonable prices because motorists who wish to pay only a moderate sum for a used car usually have m.p.g. very much in mind. As an example of the larger, immediately post-war car, when this 3½-litre Jaguar saloon was subjected to test the impression was quickly formed that it represented very pleasant, comfortable motoring for a particularly low initial cost, having in mind the current prices of new cars of this type.

The car was provided by Coachcraft, Elm Road, Evesham, Worcestershire. The silver-coloured cellulose was in good condition. There was some rust on one part of the right-side rear door, but it was understood that this would be made good before sale. The rest of the cellulose was virtually undamaged and was well polished. Most of the chromium was in good condition, but it had worn away in one or two places such as the short decorative strips running back from the radiator. The upholstery was in good condition and very comfortable. It appeared that the seat springs had been renewed recently. The appearance of the interior suffered only from deterioration of the finish of the polished woodwork of the fascia panel and window surrounds.

It was stated by the vendors that a reconditioned engine had been fitted in 1952 when the recorded mileage was 46,000, and its performance on test certainly suggested that about 15,000 miles was in fact all that the present engine had covered. It started easily, performed well, and consumed a negligible quantity of oil during a run of over 200 miles that included acceleration testing. The indirect gears were noticeably noisy and, as the driver's ear became tuned to the car, some whine could be heard at times even in top gear, particularly at high speeds. Third gear was considerably more noisy than is expected on these cars. There was some lost motion at the steering wheel, but it was not enough to affect control to any extent. The steering was pleasant on the open road but rather heavy on sharp corners and during such manoeuvres as parking in confined spaces.

Braking power was good and it was up to the performance of the car, but there was a good deal of free pedal travel and occasionally the brakes squeaked a little. The hand brake was entirely adequate. The suspension was pleasant, providing a very comfortable ride without being soft enough to make the driver feel unconnected with the road. The front spring dampers were weak, however, and there was therefore some unnecessary up-and-down movement of the front of the car. There were very few rattles of any kind in the body, and the tyres were in good condition.

A good range of instruments was provided, including an oil pressure gauge and rev counter, and a fog lamp was fitted as standard. An aerial mast was also fitted but the radio itself had been removed. The car was comfortable, spacious and powerful, and its condition indicated that despite its age and considerable mileage it was capable of giving much more service.

**O**NE of the more fabulous pre-war cars was the V-twelve Lagonda. With a capacity of four and a half litres the engine was big but by no means of giant size, although the number and arrangement of the cylinders make its outward appearance very impressive. The model that has recently been tested was the short chassis car, with a neatly designed, business-like and compact four-door saloon body; it was provided by J. Davy, Ltd., 215, Brompton Road, London, S.W.3.

The performance was most impressive, having in mind the car's size and year of manufacture; and the bodywork was also notably good. The exterior was finished in black, with dark green side panels, and the car had just been recellulosed to a creditably high standard of quality. The chromium plating showed some pitting and scratching but it was generally good. The green leather upholstery was in very good condition and it was comfortable; work done to the interior had included the fitting of new carpets, polishing the woodwork, and so on. The car was exceedingly well renovated.

Hot or cold, the engine started easily and throughout the considerable range of permitted revs it was very smooth. There



was no lumpiness at a slow tickover and use of the throttle produced power smoothly. High, close-ratio gearing coupled with the flexible engine permitted the car to be driven very slowly in traffic on the higher gears, while providing vivid acceleration from any speed if full use was made of the gears. Some indication of the power available and the good choice of gearing was provided by the speedometer's being marked to show that 80 m.p.h. was permissible on third gear. On the open road free use of the gear box after negotiating obstructions had an exhilarating effect, the car returning to its cruising speed very promptly. Particularly when the gear box was cold the lever was rather stiff to operate.

Backing up this performance were brakes of a high standard. In spite of the formidable weight of the car, and the speeds of which it was capable, the driver always felt safe, for speed could be reduced as efficiently as would be expected in almost any modern car. The steering was accurate and without excessive play. The suspension included rear spring dampers whose setting could be varied by use of a control at the centre of the steering wheel, and they were effective. The front dampers were weak, but it was understood that they were to receive attention.

One of the tyres was new and three others were good, only the spare being seriously worn. Instruments were very comprehensive, and refinements included a hand throttle, sunshine roof, a map-reading light and a fog lamp. There were very few rattles, but the rear doors did not close as tightly as they should have done. It was understood, however, that these, too, were to receive attention. This model could justly be described as impressive, and the condition of this particular car was quite unusually good.



# THE AUTOCAR NEW CAR PRICE GUIDE

Make and Model	No. of Cyls. and Capacity	Overall Length	Over- all Width	List Price	British Total with P.T.	Latest Road Test
<b>A.C.</b> 2-litre 2-door ...	6-1,991	15 4	5 7	1,107	1,570 14 11	19/52
Four-door ...	6-1,991	15 4	5 7	1,107	1,570 14 11	—
Ace 3-seater ...	6-1,991	12 5	4 11	915	1,297 7 6	—
<b>ALLARD</b> Monte Carlo	8-3,632	16 6	6 0	1,372	1,949 0 10	—
Safari estate car ...	8-3,632	16 6	6 0	1,372	1,949 0 10	—
K.3 3-seater ...	8-3,632	16 6	6 0	1,372	1,949 0 10	—
Palm Beach 3-seater ...	8-3,632	16 6	6 0	1,372	1,949 0 10	—
Alvis 3-litre ...	6-2,993	15 2	5 6	1,250	1,771 19 2	16/10/53
D.H. coupé ...	6-2,993	15 2	5 6	1,250	1,771 19 2	—
<b>ARMSTRONG SIDDELEY</b> Sapphire ...	6-3,435	16 1	6 0	1,215	1,722 7 0	17/7/53
<b>ASTON MARTIN</b> DB2-4 Convertible ...	6-2,580	14 1	5 5	1,850	2,621 19 2	2/10/53
DB2-4 ...	6-2,580	14 1	5 5	1,850	2,621 19 2	—
<b>AUSTIN</b> A.30 Seven	4-800	11 4	4 7	335	475 14 2	4/12/53
A.30 four-door ...	4-800	11 4	4 7	335	475 14 2	—
A.40 Somerset ...	4-1,200	13 3	5 3	449	607 4 2	18/4/52
A.40 coupé ...	4-1,200	13 3	5 3	449	607 4 2	9/10/53
A.70 Hereford ...	4-2,199	13 1	5 9	596	845 9 2	23/3/51
A.70 Countryman ...	4-2,199	13 1	5 9	596	845 9 2	—
A.70 Countryman ...	4-2,199	13 1	5 9	596	845 9 2	—
A.135 V.V.8 line ...	6-3,995	15 1	6 2	1,307	1,852 14 2	7/5/48
A.135 Princess III ...	6-3,995	15 1	6 2	1,307	1,852 14 2	—
Touring limousine ...	6-3,995	15 1	6 2	1,307	1,852 14 2	—
<b>BENTLEY</b> chassis ...	6-4,566	16 7	5 10	2,270	3,216 19 2	—
Sports saloon ...	6-4,566	16 7	5 10	2,270	3,216 19 2	—
Continental ...	6-4,566	16 7	5 10	2,270	3,216 19 2	—
<b>B.M.W.</b> Type 501 ...	6-1,971	15 9	5 11	1,750	2,480 5 10	—
<b>BORGWARD</b> 1500 ...	4-1,498	14 7	5 4	1,621	2,298 15 9	—
1800 diesel ...	4-1,758	14 7	5 4	1,989	2,733 3 1	—
2400 ...	6-2,337	14 6	5 10	1,282	1,817 6 2	—
<b>BRISTOL</b> Type 403 ...	6-1,971	15 11	5 7	2,100	2,976 2 6	—
Type 404 coupé ...	6-1,971	14 3	5 8	2,500	3,542 15 10	—
<b>CITROEN</b> 2 c.v. ...	2-375	12 4	4 0	398	544 19 2	23/1/53
Light 15 ...	4-1,911	15 6	5 10	740	1,049 9 2	20/3/52
Big 15 ...	4-1,911	15 6	5 10	740	1,049 9 2	—
Six ...	6-2,866	15 11	5 10	940	1,332 15 10	26/6/53
<b>DAIMLER</b> Conquest ...	6-2,433	14 9	5 6	1,066	1,511 5 10	8/5/53
Conquest ...	6-2,433	14 9	5 6	1,066	1,511 5 10	—
Century ...	8-5,460	18 5	6 1	3,570	5,058 12 6	5/3/54
Straight Eight ...	8-5,460	18 5	6 1	3,570	5,058 12 6	—
<b>DELAHAYE</b> 135M Coupé ...	6-3,557	15 9	4 10	1,325	2,395 0 0	—
<b>DELLOW</b> Mark II sports ...	4-1,172	11 4	4 7	448	635 15 10	—
Mark III tourer ...	4-1,172	11 4	4 7	448	635 15 10	—
<b>D.K.W.</b> Sonderklasse coupé ...	3-896	13 10	5 3	692	981 9 2	—

Make and Model	No. of Cyls. and Capacity	Overall Length	Over- all Width	List Price	British Total with P.T.	Latest Road Test
<b>H.G.</b> TF Midpet Magnette ...	4-1,489	14 1	5 3	375	590 14 2	11/1/54
... 4-1,489	4-1,489	14 1	5 3	375	590 14 2	—
<b>MORGAN</b> 2-str. ...	4-2,088	11 8	4 8	565	801 10 10	7/5/54
Four-seater ...	4-2,088	11 8	4 8	565	801 10 10	—
Coupe ...	4-2,088	11 8	4 8	565	801 10 10	—
... 4-2,088	4-2,088	11 8	4 8	565	801 10 10	—
<b>MORRIS</b> Minor 2-dr. ...	4-800	12 4	5 1	373	529 10 10	28/11/52
Four-door ...	4-800	12 4	5 1	373	529 10 10	—
Tourer ...	4-800	12 4	5 1	373	529 10 10	—
Traveller's car ...	4-800	12 4	5 1	373	529 10 10	—
... 4-800	4-800	12 4	5 1	373	529 10 10	—
Oxford ...	4-1,489	14 3	5 5	10	744 17 6	—
Traveller's car ...	4-1,489	14 3	5 5	10	744 17 6	—
Six ...	6-2,215	14 9	5 6	595	844 0 10	4/2/53
<b>PARAMOUNT</b> 4-str. ...	4-1,172	13 10	5 6	625	886 10 10	—
<b>PEUGEOT</b> Type 203 ...	4-1,290	14 3	5 3	695	985 15 10	—
<b>PONSCHE</b> 1500 ...	4-1,488	12 11	5 5	1,120	1,971 0 0	6/11/53
Convertible ...	4-1,488	12 11	5 5	1,120	1,971 0 0	—
<b>RENAULT</b> 750 ...	4-748	11 10	4 8	430	610 5 10	1/5/53
Convertible ...	4-748	11 10	4 8	430	610 5 10	—
D.H. coupé ...	4-1,996	15 5	5 8	550	780 5 10	—
2-litre ...	4-1,996	15 5	5 8	550	780 5 10	—
<b>RILEY</b> 11-litre ...	4-1,496	14 11	5 3	850	1,205 5 10	27/3/53
Pathfinder ...	4-1,496	14 11	5 3	850	1,205 5 10	—
<b>ROLLS-ROYCE</b> Silver Wraith chassis ...	6-4,566	16 7	5 10	2,445	3,464 17 6	—
Silver Dawn chassis ...	6-4,566	16 7	5 10	2,445	3,464 17 6	—
Sports saloon ...	6-4,566	16 7	5 10	2,445	3,464 17 6	—
<b>ROVER</b> 40 ...	4-1,997	14 10	5 5	820	1,162 15 10	16/10/53
75 ...	6-2,103	14 10	5 5	895	1,269 0 10	15/8/52
90 ...	6-2,638	14 10	5 5	915	1,297 7 6	26/3/54
<b>SIMCA</b> Aronde ...	4-1,221	13 4	5 1	632	896 9 2	27/11/53
<b>SINGER</b> Roadster ...	4-1,497	12 9	4 10	519	737 8 9	8/11/54
S.M. 1500 ...	4-1,497	14 8	5 3	630	893 12 6	10/4/53
<b>STANDARD</b> Eight ...	4-803	11 10	4 10	339	481 7 6	18/9/53
Ten ...	4-948	12 1	4 10	409	580 10 10	—
Vanguard ...	4-2,088	14 0	5 9	555	787 6 6	13/3/53
Estate car ...	4-2,088	13 6	5 9	633	897 17 6	12/12/52
<b>SUNBEAM</b> TALBOT 90 ...	4-2,267	13 11	5 2	825	1,169 17 6	6/3/53
Convertible ...	4-2,267	13 11	5 2	825	1,169 17 6	—
Alpine ...	4-2,267	14 0	5 2	895	1,269 0 10	23/4/54
<b>TRIUMPH</b> TR3 sports ...	4-1,991	12 7	4 7	625	886 10 10	8/11/54
TR3 ...	4-1,991	12 7	4 7	625	886 10 10	—
TR3 ...	4-2,088	13 1	5 4	775	1,099 0 10	24/2/50
<b>VAUXHALL</b> Wyvern ...	4-1,507	14 4	5 7	495	702 7 0	8/8/52
Velox ...	6-2,262	14 4	5 7	535	759 0 10	14/5/54
<b>VOLKSWAGEN</b> De Luxe ...	4-1,131	13 4	5 0	425	599 13 4	3/4/53
... 4-1,131	4-1,131	13 4	5 0	425	599 13 4	—
<b>WOLSELEY</b> Four Forty-Four ...	4-1,250	14 5	5 1	595	844 0 10	12/6/53
Six-Eighty ...	6-2,215	14 9	5 6	670	950 5 10	20/6/52

Make and Model	No. of Cyls. and Capacity	Overall Length	Over- all Width	List Price	British Total with P.T.	Latest Road Test
<b>FORD</b> (Br.) Popular ...	4-1,172	12 7	4 8	375	590 14 2	11/1/54
Anglia ...	4-1,172	12 7	4 8	375	590 14 2	—
Perfect ...	4-1,172	12 7	4 8	375	590 14 2	—
Convertible ...	4-1,172	12 7	4 8	375	590 14 2	—
Zephyr ...	4-1,508	13 8	4 8	570	866 19 2	13/4/51
Convertible ...	6-2,262	14 4	5 3	570	866 19 2	—
Zodiac ...	6-2,262	14 4	5 3	570	866 19 2	—
<b>FORD</b> (Fr.) Vedette ...	8-2,158	15 4	5 8	962	1,371 0 10	—
Vendone ...	8-2,158	15 4	5 8	962	1,371 0 10	—
<b>FRAZER-NASH</b> Mark II Competition ...	4-2,443	14 6	5 5	1,218	1,726 12 6	14/3/52
Targa Florio turismo ...	4-2,443	14 6	5 5	1,218	1,726 12 6	—
Le Mans coupé ...	4-2,443	14 6	5 5	1,218	1,726 12 6	—
Mille Miglia ...	4-2,443	14 6	5 5	1,218	1,726 12 6	—
<b>HEALEY</b> Tickford ...	4-2,443	14 6	5 5	1,218	1,726 12 6	—
Abbot coupé ...	4-2,443	14 6	5 5	1,218	1,726 12 6	—
3-litre coupé ...	4-2,443	14 6	5 5	1,218	1,726 12 6	—
Nash-Healey 100 ...	4-2,443	14 6	5 5	1,218	1,726 12 6	—
<b>HILLMAN</b> Minx ...	4-1,265	13 3	5 3	470	666 19 2	2/12/49
California coupé ...	4-1,265	13 3	5 3	470	666 19 2	—
Convertible ...	4-1,265	13 3	5 3	470	666 19 2	—
Estate car ...	4-1,265	13 3	5 3	470	666 19 2	—
<b>HUMBER</b> Hawk ...	4-2,267	15 0	5 10	695	985 14 2	29/12/50
Touring limousine ...	4-2,267	15 0	5 10	695	985 14 2	—
Super Shippe ...	4-1,139	16 5	5 11	985	1,396 10 10	29/5/53
Pullman limousine ...	4-1,139	16 5	5 11	985	1,396 10 10	—
Imperial ...	6-4,139	17 7	6 2	1,395	1,977 7 6	4/7/52
<b>JAGUAR</b> Mark VII ...	6-3,442	16 4	5 1	1,440	1,616 2 6	25/4/52
XX120 Super sports ...	6-3,442	16 4	5 1	1,440	1,616 2 6	—
D.H. ...	6-3,442	16 4	5 1	1,440	1,616 2 6	—
XX120C 2-seater ...	6-3,442	16 4	5 1	1,440	1,616 2 6	—
<b>JENSEN</b> Interceptor ...	6-3,993	15 8	5 6	1,700	2,409 9 2	7/9/51
Cabriolet ...	6-3,993	15 8	5 6	1,700	2,409 9 2	—
Model 541 ...	6-3,993	15 8	5 6	1,700	2,409 9 2	—
<b>JOWETT</b> Jupiter 1A coupé ...	4-1,486	14 0	5 2	725	1,028 4 2	9/1/53
<b>LAGONDA</b> 3-litre ...	6-2,922	16 4	5 9	2,260	3,202 15 10	—
D.H. coupé ...	6-2,922	16 4	5 9	2,260	3,202 15 10	—
<b>LANCHESTER</b> 14 ...	4-1,968	14 6	5 5	998	1,414 19 2	—
<b>LEA-FRANCIS</b> 14 ...	4-1,767	15 1	5 4	1,130	1,601 19 2	—
Estate car ...	4-1,767	15 1	5 4	1,130	1,601 19 2	—
18-litre sports ...	4-2,496	15 1	5 3	1,380	1,956 2 6	—
2-litre sports ...	4-2,496	15 1	5 3	1,380	1,956 2 6	—
<b>MERCEDES-BENZ</b> 170S-V ...	4-1,767	14 7	5 3	975	1,382 7 6	—
170S-D diesel ...	4-1,767	14 7	5 3	975	1,382 7 6	—
230 ...	4-1,767	14 7	5 3	975	1,382 7 6	—
Cabriolet B ...	6-2,996	16 3	6 0	2,834	4,015 19 2	23/5/52
Cabriolet D ...	6-2,996	16 3	6 0	2,834	4,015 19 2	—





Unlike the main contours of the Volvo, the rear end of the front wings finishes in an abrupt vertical line. Protective rubbers are attached to the leading edges of the rear wings to prevent damage to paintwork. A jacking bracket can be seen below the door, midway along the wheelbase.

The rear bumpers sweep round to protect the wing panels. Twin tail lamps are built into the wings and a small reflector is placed on each side of the luggage locker lid.



## The Autocar ROAD TESTS

### No. 1532: VOLVO 444 SALOON

WITH the art of vehicle design developed to its present state it is not unusual for the qualities of a car to be assessed as either American or Continental, and in either case a person who is reasonably well informed about cars in general would understand what were the basic features of the car under discussion. Vehicles not designed in the United States or in the major car producing countries of Europe, such as Great Britain, France, Italy and Germany, may have characteristics that are perhaps less sharply defined as a basic type, but on the other hand embody desirable features that are found in vehicles designed on both sides of the Atlantic. A car in this category has recently been tested on the Continent by this journal; the Volvo 444 produced in Sweden by Aktiebolaget Volvo, who have been manufacturing cars since the middle 'twenties. They also make a larger car known as the Volvo

Disponent, a range of commercial vehicles, and a van chassis with some components basically similar to those used in the 444. Both a standard and a de luxe saloon version of the 444 are available, the two vehicles differing only in minor details and fittings. It is the standard model that is the subject of this test by arrangement with the main Volvo distributors in Holland, N. V. Nederlandsche Bedrijfsauto-Import Mij., The Hague.

Briefly, the 444 combines the general comfort and convenience associated with a vehicle of transatlantic design with the handling qualities that are expected of a thoroughbred Continental car. Added to these qualities is a third, that of good general and detail finish and sound engineering, for which this car's country of origin has a reputation.

A picture of the overall efficiency of the complete vehicle can be visualized when it is realized that the engine, of under 1½-litre capacity, is capable of propelling the car—a comfortable four-five-seater weighing almost 22½ cwt in road test condition—at a mean speed of 76 m.p.h.; it also has an overall fuel consumption of 28 m.p.g. Further, the car is geared so that it will attain its maximum speed without the use of miles of unobstructed motor road. At the same time if long stretches of such road are available, the Volvo can cruise indefinitely at near maximum without showing signs of distress.

With a relatively low compression ratio of 6.5 to 1 the four-cylinder engine is smooth, starts easily and attains its working temperature very quickly, as it is fitted with a thermostatically controlled induction manifold hot-spot with an adjustment for summer and winter conditions, and also



From the front the Volvo is distinctive. The bonnet is pivoted at the front so that it opens up over the fixed portion formed by the front wings and grille. Over-riders are fitted to the bumper. All the fixed windows are mounted in rubber, although there is a bright strip covering the V joint in the centre of the windscreen.



Both front and rear seats are upholstered in striped cloth, while the whole of the floor is covered with rubber. Combined door pulls and arm rests are fitted to the doors, and side arm rests are provided for the rear passengers. There is an ash tray in the centre of the fascia and for the rear passengers ash trays are provided at the front of the arm rests. The front seat back rests fold forward to aid getting into and out of the rear compartment.



## ROAD TEST . . . . continued

a chain-operated roller blind in front of the radiator. If this last item of equipment is used—and intelligently used, it is of decided value towards engine efficiency and economy—it is necessary to watch the temperature gauge in order to guard against the engine overheating; a warning light to supplement the water temperature gauge would be a useful addition.

The transmission is orthodox with a dry single-plate clutch and three-speed gear box. The clutch is smooth in operation, has a satisfactory pedal travel, and is pleasantly light to operate. It is also well able to cope with rapid acceleration without excessive slip. Of the three well-chosen ratios in the gear box synchromesh is provided for top and second gears; these are controlled by a central lever on orthodox lines, which has a very clean action. The synchromesh is also positive and not easily beaten. In traffic and when starting from rest it is frequently necessary to use first gear, and it would be useful if synchromesh were provided on this ratio as well. The transmission generally is quiet, although a certain amount of gear box rattle could be heard if the car was held at maximum speed; on the car tested this could be eliminated if the driver rested his hand on the gear level. A two-piece propeller-shaft transmits the drive to the hypoid rear axle, which is of British manufacture.

### Suspension and Roadholding

The arrangement of well-damped coil springs at both front and rear results in a very comfortable ride for all occupants in a wide variety of road conditions ranging from high-speed motor roads to very rough stone setts. The roadholding qualities of the 444 are also of a very high order, a particularly reassuring feature in a country such as Holland, where the Road Test was performed, as there is often a very short distance between road and canal! The car tested was fitted with tyres of Dutch origin with an unusual ribbed tread with knife cuts around the

periphery of the ribs, so that they "bare their teeth," as it were, under conditions of acceleration and braking. To complement the good roadholding qualities the car has another essential quality necessary to provide good directional stability, a satisfactory degree of understeer, a feature which, because of the weight distribution and general layout, does not noticeably change with variations in passenger loading.

The steering is light, well balanced and provides a useful sense of road feel without transmitting road shocks. It also has a satisfactory self-centring action, and, although there are  $3\frac{1}{2}$  turns from lock to lock, the driver is not conscious of the need for excessive wheel movement in normal driving, while the steering is pleasantly light for manoeuvring in confined spaces.

### Braking Behaviour

Hydraulically operated brakes have leading and trailing shoes at both front and rear. Under test conditions these recorded a satisfactory efficiency for quite moderate maximum pedal pressure; they also operate efficiently for normal check braking with a small applied load. No noticeable fade was experienced under the severe and specialized performance testing conditions, and the brakes remained perfectly balanced throughout the test distance of many hundreds of miles, although there was a very slight increase in free pedal travel. The brake pedal has a very satisfactory solid feel, and the hand brake, coupled to the rear wheels, is also effective.

General noise level in the 444 is commendably low. As regards mechanical noises, apart from the transmission noise already mentioned, there was a slight rear axle noise on the particular model tested, but there is very little wind noise and no body boom. The car is also well insulated from noises set up by road surfaces and is free from vibrations. There is very little tyre noise even when driving over rough surfaces, a feature no doubt influenced by the tread pattern, which presents a smooth ribbed tread under normal constant speed conditions. No tyre squeal was noticed in normal cornering.







## ROAD TEST . . . . continued

switch fitted just under the facia enables the intensity of this illumination to be varied. The instruments do not reflect in the windscreen at night.

The windscreen wipers are pivoted towards the outer edges of the two-piece, slightly V windscreen, and there is a large unwiped area of glass in the centre of the screen, although the outer portion of the screen is well cleaned. The blades are operated by induction manifold depression, and on the car tested no reservoir tank was provided, with the result that the wipers stalled as soon as the throttle was opened, a feature which seriously restricted use of the car's performance in wet weather.

The minor controls are placed below the instruments and include a combined ignition and starter switch which is arranged so that it provides current for the auxiliaries without the ignition if it is turned to the left; and for auxiliaries and ignition if turned to the right, while a further turn to the right operates the starter motor. Provision is made for the addition of a radio and heater system, although the car tested was fitted with only a radio, the control unit of which was built into the centre section of the facia. On the right there is a useful glove locker with a hinged lid, and a large shelf behind the rear seats provides useful stowage space. The main luggage locker is of moderate proportions for a car of this size, and also contains the spare wheel, although this is provided with a laminated wood cover, and thus the main compartment has a smooth floor which will not damage luggage.

### Lighting

The six-volt electrical system proved to be quite satisfactory. The main beams of the double-dip head lamps give adequate range for high-speed driving at night, while in the dipped position a particularly good spread of light is provided. The horns, too, are powerful and are controlled by a D-shaped ring switch placed on the steering wheel. Flashing light direction indicators are mounted on the outside of the body high up and to the rear of the doors, in a position where they can be seen from both front and rear. They are operated from a lever on the left side of the steering column; there is a clicking device, audible from inside the car, to indicate to the driver when they are in operation. Tell-tale lights are built into the centre of the speedometer face to show which indicator is in operation, while a third warning light operates when the head lamp main beam is on.

The Volvo has a two-door body construction. The doors

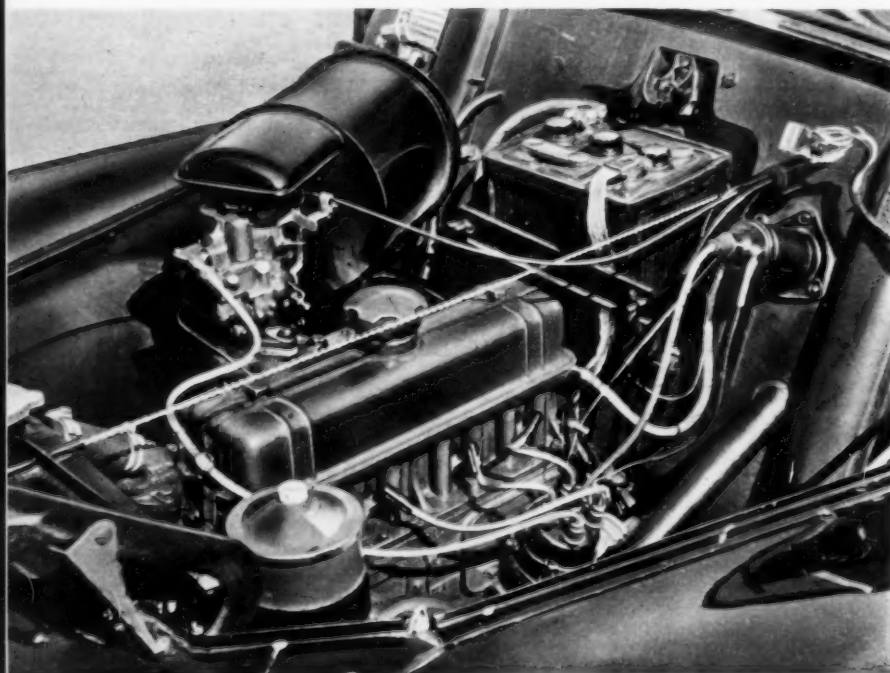


The luggage locker lid is hinged from the top and fitted with a catch to keep it raised when required. The spare wheel is housed inside the main compartment but a plywood cover for it provides a flat floor for luggage. The jack and tools are also carried in the locker.

are large and it is very easy to get in and out of the front seats, while to gain access to the rear compartment it is necessary to fold forward the backs of the front seats. There is satisfactory head and leg room in both compartments and the rearward side windows, which are fixed, provide useful side vision for rear passengers. A comparatively large expanse of body panel behind the rear side windows noticeably restricts the driver's visibility in the three-quarter aft direction.

A two-point jacking system operates midway along the wheelbase, raising both wheels on one side. There is no provision for a starting handle. On the front suspension and steering 18 points require lubrication at intervals of 600 miles.

The Volvo 444 is a notable example in the 1½-litre class. It provides a very good performance and can cruise comfortably at near a more than respectable maximum speed for very long periods; it has a modest thirst and provides very comfortable transport for four persons. It is a very satisfying car to drive and covers the ground in a very willing way.



The six-volt battery is mounted in the centre of the bulkhead behind the engine, and to the left of it are the ignition coil and the light switch, which is cable-operated from the facia. A large air cleaner is located to the rear of the down-draught carburettor, and both radiator and oil filler caps are accessible. The chain running across the engine compartment operates a radiator blind.





# So far... for so little!

28 m.p.g. on the Velox? 33 m.p.g. on the Wyvern? No manufacturer can determine what figures an owner will get. The answer depends on traffic conditions, hills, average speeds—and the driver. But within these variables one constant stands out. The new Vauxhalls, with their brilliant 'square' engines, take you farther on less fuel than other cars of similar size and power.\*

Both Vauxhalls are spacious five to six seaters, and combine economy, speed and safe performance. They are comfortable, easy to drive,

attractive inside and out, and well finished. Maintenance at reasonable cost is assured by Vauxhall nation-wide Square Deal Service. In value for every penny spent, the Velox and Wyvern have no equal. Ask any owner, and then ask your Vauxhall dealer for a demonstration.

★ In R.A.C. observed petrol consumption tests the Velox achieved 28.6 m.p.g. at an average speed of 40.8 m.p.h., the Wyvern 33.4 m.p.g. at an average speed of 30.5 m.p.h.

# That's Vauxhall Value!

Vauxhall Motors Ltd - Luton - Beds.

#### THE 6-CYLINDER VELOX

Maximum speed of 80 m.p.h.; spacious 5/6 seater. Length 14 ft. 4 in., turning circle 38 ft, £535 plus £224.0.10 P.T.

#### THE 4-CYLINDER WYVERN

Same size body and same modern styling as the Velox. Maximum speed of 70 m.p.h., £495 plus £207 7.6 P.T.



# DUNLOP

**CUSHION TYPE** with the Gold Seal. Lower pressure running for extra comfort. 'Dunlop' and Dunlop 'Fort' types.

**ROAD SPEED** with the Gold Seal. Constructed from heat-resisting compounds. For cars of 105 m.p.h. and over.

**DUNLOP** with the Gold Seal. Best-ever standard road tyre, offering high performance at moderate cost.

**SPORTS**—designed and built to provide the extra traction necessary in sports-event conditions.

**TRAKGRIP**—a tyre that has been developed specially for cross-country driving.

**DUNLOP FORT** with the Gold Seal. Unequalled anywhere in strength, durability, performance.

**R.K.3**—the dual-purpose tyre. Built for trouble-free service both on and off the road.

**WHITE SIDEWALL**—the tyre that adds elegance and distinction to your car. In Dunlop 'Fort' and 'Dunlop' patterns.

*The tyre for YOUR kind of motoring!*



# RACE TRACK TODAY AND ROAD TOMORROW

## THE TYRE THAT TAKES THE ROUGH AND THE SMOOTH

Designing a tyre to give the rugged grip that's needed off the road yet still to give the mileage which is essential to economical service on the road is a task packed with problems. How well the difficulties have been overcome by Dunlop designers is proved by the performance of the RK.3—the tyre that takes the rough and the smooth. To see how it's done, how hard wear on hard surfaces and sure grip on soft are combined, take a look at the tread pattern.

For long wear the pattern in the centre is ribbed and deep. For a non-skid hold on hard roads, you'll see that the ribs are serrated with knife-cuts on the shoulders and ribs. And for better grip on soft surfaces, you'll spot broken bars on the shoulder.

The 'variable pitch' pattern makes for silent running on made-up roads. Casing strength is fully up to Dunlop 'Fort' standard. All in all, this is an ideal tyre for those whose transport must work as much, or even more, off the road as on it. To get to grips with RK as well as road, specify Dunlop RK.3.

## How tyre successes on the circuit help the average driver

If you think that there's little connection between the nerve-straining performance of the racing motorist flashing toward the chequered flag, and the unhurried trip to the coast of the family driver, you're wrong. Racing and record-breaking—and success in those exciting fields—have an important bearing upon the safety and economy of the average man's motoring.

### Three ways

First, they foster the competitive spirit which forces forward new ideas. Second, they stimulate regular research and development work. Third, they provide a first-rate proving ground for materials, designs and methods of construction.

### The evidence

When a tyre is consistently the most successful over a period of many years, the soundness—and superiority—of the ideas that have gone into it is demonstrated for all to see. That is why racing victories spotlight Dunlop as the choice for everyday motoring—a whole range of *proved* tyres for every driving need. Each one that you buy today owes something to the Company's matchless record of success at speed. And each future victory will contribute something to the tyres of tomorrow.



## MEASURING stopping power on icy surfaces

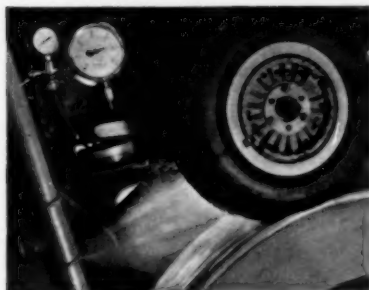
There is probably no motoring experience more frightening—or more uncomfortable—than skidding on ice. In research on this subject, the schoolboy's old favourite "the coefficient of friction" plays a big part. For example, on a dry road the coefficient between the tyre and the surface is around 0.9. This means that a 30 cwt. car needs a 27 cwt. push to start it skidding. But on wet ice, where the coefficient is about 0.05, the same car would need only a 1½-cwt. push to start it in a slide.

To design tyres with the greatest possible resistance to skidding under really bad conditions, it is essential to be able to measure the coefficient with constant accuracy.

A new machine at Fort Dunlop helps us to do this. A rotating steel drum, kept below freezing point with "dry ice", has a wheel and tyre pressed against it.

Spraying the drum with water gives it a smooth coat of wet ice and when the wheel brakes are locked hard, the tyre skids over the ice. Gauges show the different forces at work and enable the coefficient of friction to be calculated.

While it is not possible, of course, to anticipate a tyre capable of entirely resisting skids on ice, much valuable information is being obtained, on the realities of this behaviour, as it is influenced by tread patterns of differing design.



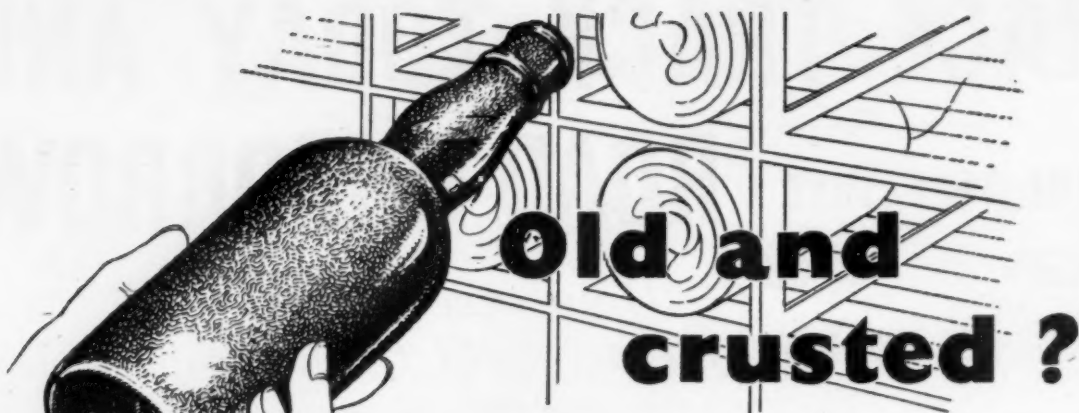
## STOP PRESS

Whatever your choice of Dunlop tyre—remember that a new cover deserves a new tube.

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*makes things better for everyone*





If your car is Solex equipped your Solex Service Station will supply at a *specially reduced price* a latest type Reconditioned Solex, equal to new, to replace your present carburettor, if not older than 1936. For cars fitted with a Solex of earlier date, or with a carburettor of another make, new Solex are available, at an attractive price, with a generous allowance for the old carburettor.

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The M.G. TF that ran away from the field in the first race heeled on the turns under its driver's élan.

## WHEELS in WASHINGTON

GOOD RACING ON THE PRESIDENT'S DOORSTEP

THE expectation was that the National Capital Sports Car Races held on May 2 at Andrews Air Force Base in Washington, D.C., would draw the élite of American racing drivers and the fastest machines; but even the Sports Car Club of America, sponsor of the event, was unprepared for the record avalanche of 178 entries, including Ferraris and Osca's galore. There were to have been three of the new 4.5 Ferraris battling it out in the main event of 201 miles, known as the President's Cup—the machines of Jim Kimberly, Bill Spear and Masten Gregory—but Gregory's car could not be made ready in time after its trouble at Pebble Beach, California. Nor was the new Ferrari-engined Cunningham intended for Le Mans able to reach the starting line in time; yet, in the relentless battle which ensued between Kimberly and Spear, the crowd of over 60,000 wildly excited spectators was treated to all the finest traditional elements of drama and suspense in racing.

### Hot Stuff

Despite a heat wave approaching 90 degrees, Kimberly fled "through the traps" at 152 m.p.h. and Spear at 148 m.p.h. in dogged pursuit. When the flag dropped on the 40 starters and the dust and exhaust smoke lifted clear with the diminishing roar of the pack, Bill Spear was still on the line, struggling with a stalled engine. It took him 13 seconds to whip the Ferrari's 320 b.h.p. into life, and when he did his squealing rear tyres laid rubber on the concrete for several yards. But Kimberly's savage-looking bright red machine, carrying a yellow No. 5, loitered nowhere and on the second lap covered the 4.3-mile circuit with its 10 turns in 3 min 7 sec, with fantastic speed out of the sharpest corners. Spear, going absolutely flat out, with no thought for tyres or brakes, blasted a path clean through the field, passing in the process Lunken's 4.1 Ferrari, Ensley's Kurtis-Kraft, Hassan's JR Allard, Lyeth's 2.9 Ferrari, Gordon Benett's C-type Jaguar and Lloyd's 2.7 Ferrari, which were tailing Kimberly in that order, but far behind.

The strategy of Kimberly's pit crew

was logical and clever. By giving their driver an "All Out" signal at the outset, they clearly capitalized on Spear's poor start with the object of making it impossible for him to finish the race on one set of tyres—even if the car held out otherwise. All eyes were on the two leaders as they hurtled down the straights and ran the gamut of their five-speed gear boxes through the turns. Spear was driving the race of his life and slowly closing the gap from 30 sec on the second lap down to around 20 sec on the fourth. But then he overdid it, spun next time around and put Kimberly over 40 sec ahead of him by the time he got going again.

### The Field

"Gentleman Jim" now observed a signal to ease off a little and obeyed accordingly, while the rest of the field shuffled around eagerly for the other positions. Lunken's Ferrari had made a pit stop and fallen back; but Gordon Benett in Frank Miller's C-type poured on the coal, taking Lyeth's Ferrari. Hansgen's Offenhauser-Aston Martin and Lloyd's 2.7 Ferrari in the process. This put him in fourth place, only a couple of seconds

behind Ensley with the Kurtis, whom he proceeded to pass on lap 13. At this point, Kimberly, going like the wind, had lapped everyone but Spear and received the signal to back off a little.

Spear, concerned with only one problem—that of trying to catch Kimberly—finally achieved his aim on the 23rd lap after the two machines had made at least three circuits nose to tail. Try as he might, however, Spear couldn't shake off his rival and it quickly became apparent that Kimberly was driving to a pre-arranged plan with something in hand. Spear got his lap times down to 3 min 6 sec, then 3 min 5 sec, but Kimberly responded with 3 min 3.5 sec and got so close behind Spear that he must have been able to read his rev counter.

On Lap 30, apparently, "Gentleman Jim" received pit information that his tyres were holding up well and he might as well get cracking again. This he proceeded to do with a calm detachment that was masterly, going by on the back leg of the course, then steadily pulling away. The manner in which he put landscape between himself and Spear was astonishing. Two sec, said the stopwatches; then 3, 5, 7, 9, 12, 15 sec and finally 20. It seemed almost incredible, except that while Spear had brakes but almost no tyres, Kimberly faced exactly the reverse condition—probably the lesser of the two evils.

Gordon Benett had unfortunately vacated third place on the 25th lap, after detecting a noisy big-end bearing which put him out; and Lloyd was now third, his white Ferrari snarling thirstily. Unfortunately, this acute thirst forced a brief pit stop which let Ensley (Kurtis) back into third and Lyeth (Ferrari) into fourth place. Briggs Cunningham's Osca, going like a watch, had moved up to sixth position (Lloyd returning to the fray just ahead of him), while Dr. Wylie's C Jaguar pursued him at a steady and well-ordered pace.

The intense heat apparently got Lyeth, who pulled in on the 36th lap and handed



Dave Garroway interviews Rees Makins after his Osca had won the Congressional Trophy Race.



## WHEELS IN WASHINGTON continued

over the Ferrari to Chuck Hassan, thus losing fourth place; Ensley's Kurtis pulled in shortly thereafter, bearing signs of a violent encounter with some unidentified object. Examination of the damage dropped Ensley down to tenth spot and put him out of contention after a commendable drive.

The race was now somewhere in its 40th lap and fast drawing to a close, but it became abundantly clear that Spear would never finish on his tyres, which were down to the canvas. As it emerged into the long pit straight, the Ferrari yawed viciously, deprived of normal adhesion, and it finally sank into Spear's mind that his pit crew's frantic signals to pull in were dictated by a serious concern for his safety! With four laps to go, he screamed to a halt and his crew got him away again with three new wheels in about 1 min 15 sec, which nevertheless gave Jim Kimberly an unassailable lead of 1 min 45 sec.

### Vital Error

At this point the issue was no longer in doubt. All Kimberly had to do was back off 1,000 r.p.m. and cruise to a comfortable finish and thence to the White House to receive the President's Cup from President Eisenhower himself. And at this point it was that his crew made a disastrous tactical error by giving him a "faster" signal. Kimberly responded to such purpose that he put in a record lap at 3 min 1.5 sec, but it was his Nemesis. With just one lap left, a tortured connecting rod let go in the Ferrari's engine. Clouds of dense oil smoke poured out of the exhaust and at first it looked as if the car had caught fire, but the real trouble was clearly evident as the machine limped

down the pit straight, its driver's hands raised in a helpless gesture. Kimberly never did finish his last lap. Brakeless and engineless, he drove his car into the hay bales to stop it.

Thus, Spear was the victor with Bill Lloyd (victor of Sebring) a deserving second, Cunningham third in the Osca and Dr. Wyllie's Jaguar fourth.

There were several other events, but none remotely approaching the drama of this gruelling drive between two machines capable of Grand Prix speeds and driven with consummate skill.

In the first race of the day, a 10-lap affair known as the George Washington Trophy for production sports cars under 3,000 c.c. some 27 drivers faced the starter, nine of them in Austin-Healeys. Livingstone in one of these machines took the lead but was passed by Major Kincheloe in a similar car. Kincheloe's only serious challenger was Dr. Thompson's Porsche Super which tailed him valiantly but could make no impression. Kincheloe won as he pleased with a 20-second lead over Thompson, while McConkey was placed third in a Triumph TR2, surprisingly beating three other Austin-Healeys.

The Congressional Trophy, also of 10 laps, which followed, drew 50 entries. This was for modified and production sports machines under 1,500 c.c., and as such was highly popular. On the first lap, the three leaders were Dr. Thompson, Lilley and Fleming, all in Porsches; but Reece Makins with a 1,100 c.c. Osca was giving them a hard time, obviously able to go by when he felt like it. Makins seemingly got the urge on lap two when he breezed past both Fleming and Lilley and went after the leader. On the tenth and last lap, Makins passed Thompson (who spun out); Poole in the PBX-Crosley

was still third, while Porsches occupied the next two places.

The third race, called the Abraham Lincoln Trophy, drew 61 starters. This was for modified and production sports cars over 1,100 c.c. and included six Ferraris and sixteen XK120s. The distance was 73 miles and the winner was Jim Kimberly, whose 4.5 Ferrari absolutely romped away.

Next came the Thomas Jefferson Trophy, another 43-mile event for production Jaguars and Porsches. The count was 24 Jaguars and 10 Porsches and the early laps provided an interesting struggle. The fifth, immediately preceding the main event, was the White House Trophy of 43 miles for production M.G.s, of which 37 showed up. A Le Mans start livened things up, but the event resulted in a runaway victory for Durbin's TF.

Altogether, this was the finest day's racing seen over here in a long time, and the spectacle did justice to the nation's capital—the beautiful city of Washington.

JOHN BENTLEY.

### RESULTS

**President's Cup (47 laps, 261 miles)**  
1. Ferrari 4.5 (W. Spear) ..... 61.65 m.p.h.  
2. Ferrari 2.7 (W. B. Lloyd) ..... 74.65 m.p.h.  
3. Osca (B. Cunningham) ..... 73.77 m.p.h.  
4. Jaguar XK120C (Dr. M. R. J. Wyllie).

**George Washington Trophy (under 3,000 c.c.):**  
1. Austin-Healey (W. F. Kincheloe), 66.08 m.p.h.;  
2. Porsche Super (Dr. R. K. Thompson), 67.75 m.p.h.; 3. Triumph TR2 (R. McConkey), 67.30 m.p.h.

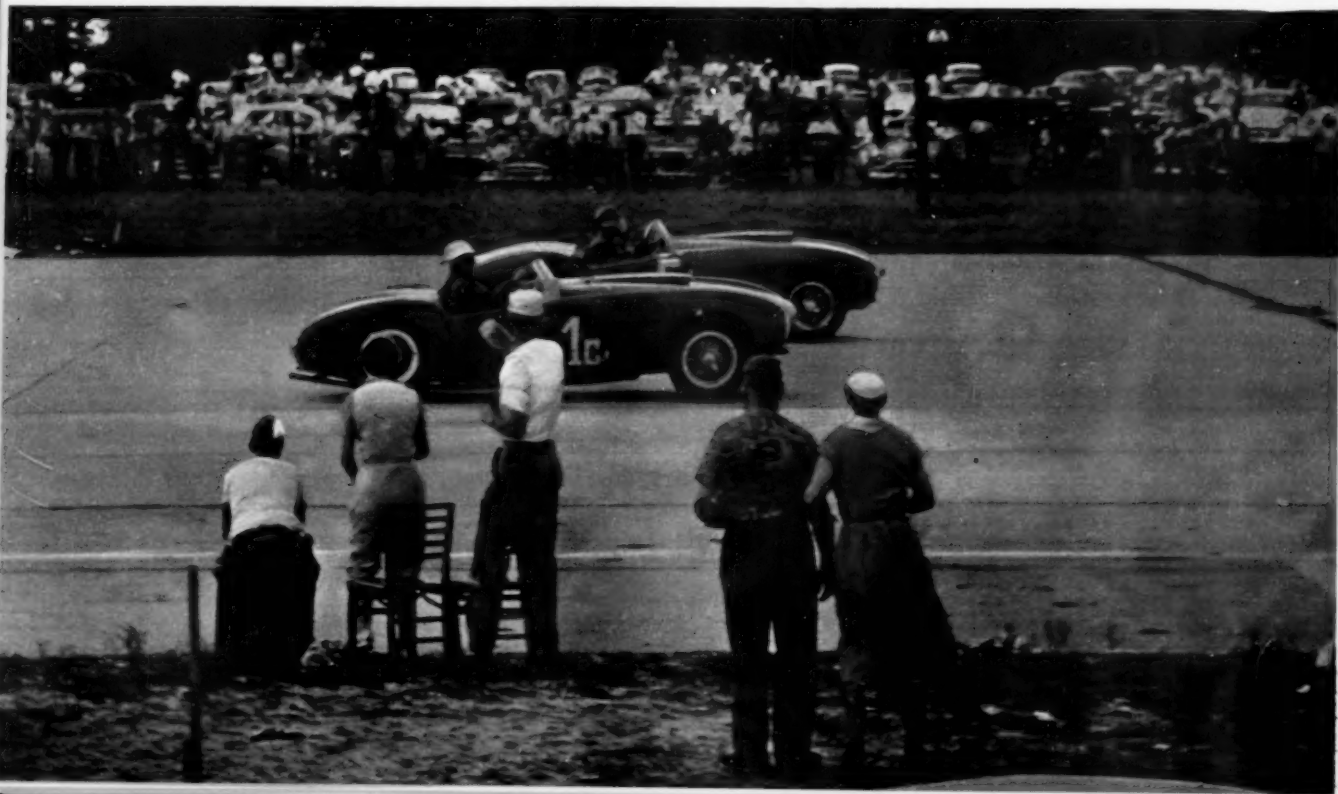
**Congressional Trophy (under 1,500 c.c.):** 1. Osca 1100 (R. T. Makins), 67.65 m.p.h.; 2. Porsche Super (Dr. R. K. Thompson), 67.46 m.p.h.; 3. PBX-Crosley (C. Poole), 65.35 m.p.h.

**Abraham Lincoln Trophy (over 1,100 c.c.):** 1. Ferrari 4.5 (J. Kimberly), 78.11 m.p.h.; 2. Jaguar XK120C (E. Erickson), 76.44 m.p.h.; 3. Ferrari 2.7 (W. B. Lloyd), 76.44 m.p.h.

**Thomas Jefferson Trophy (Jaguars and Porsches):** Jaguar: 1. C. Wallace; 2. J. Crusoe; 3. J. Bird. Porsche: 1. Dr. R. K. Thompson; 2. W. B. Fleming; 3. E. Jenkins.

**White House Trophy (M.G.s):** 1. TF (R. Durbin); 2. TC (B. Fergus); 3. TD (Dr. R. K. Thompson).

Two 4.5 Ferraris fight it out. Bill Spear is just about to pass Jim Kimberly in the 23rd lap of the President's Trophy after a long chase. Kimberly repassed later, but Spear won in the end.







An all-round swaging strengthens the panels of the new Oxford, without detracting from the smooth modern appearance. The familiar characteristics of the previous Oxford radiator grille are retained, and the side lamps blend into its lower extremities.

## The Latest Morris Oxford

**T**HE name Morris Oxford has been a family title in motoring for very many years. The post-war model bearing it was first announced in 1948 and quickly became known as a good all-round family saloon; as the years passed the model gained a reputation for reliability and long life, essential qualities for a car of this type. Now, after 5½ years, the Oxford has been replaced by a new model also bearing the name but having many improvements over the previous car while catering for the same range of customers.

Perhaps one of the most important requirements for the family motorist is plenty of space inside the car, and the new Oxford is one of the most roomy 1½-litre cars of today. Yet in spite of its interior space it is by no means over-bodied; in fact, externally, the car looks neat and compact. Its overall length is 14ft 2in, some 3in longer than that of the previous model, and the wheelbase has been increased by 1in to 8ft 1in; other external dimensions, such as overall width and height, remain the same.

### Roomy Interior

Although the external body sizes show very little change, there has been a considerable increase in the interior space. The width in both compartments is now 54in, 3in more than the widest point in the rear of the previous model. There is ample leg room for the rear passengers, even with the front seat well back, and 18in seat cushions are provided all round; yet all seats are well within the wheelbase. The modern trend of design, with the engine placed well forward and a full-width body, makes this arrangement possible, and on this car the rear end of the rocker cover on the new 1½-litre engine is almost level with the centre line of the front wheels. The 12-gallon fuel tank is also well forward. It is located above

### A 1½-LITRE FAMILY CAR WITH VERY ATTRACTIVE

### FEATURES AND REMARKABLE BODY SPACE

the rear axle to improve the layout of the luggage compartment and reduce the possible variation in weight distribution with a change in fuel level.

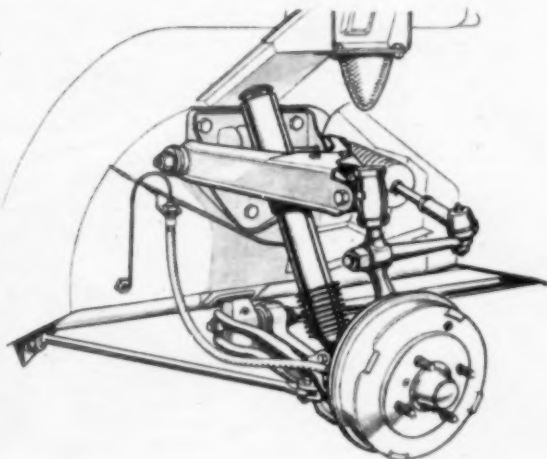
To power the Oxford a new version from the B.M.C. range of power units is used, similar in general layout to that in other vehicles built by the Corporation, although differing in points of detail design. It is an orthodox four-cylinder overhead-valve unit with a single casting forming the cylinder block and crankcase. The bottom face of the crank chamber extends well below the crankshaft centre line and forms a flat face at the sump attachment point. The crankshaft is supported by three main bearings

with a journal diameter of 2in, and all bearings have an effective length of 1½in. Steel-backed white metal bearing shells are used and end thrust is taken on the centre main bearing by thrust washers placed on each side of the centre bearing web; these contact with machined flanges on the crankshaft, and consequently no adjustment for end float is provided.

The crankshaft has integral balance weights on either side of the centre main bearing and on the insides of the front and rear main bearings. Oilways are drilled from the centre journal to feed numbers 2 and 3 crankpins, and from the front and rear journals to feed numbers 1 and 4 crankpins. As well as the main drillings from the journals to the crankpins, the crankpins are also cross drilled so that there are two outlets around the crankpin periphery.

The I-section connecting rods have a centre distance of 6½in; the split clamp little-end boss is symmetrical with the centre line of the main section of the rod, which is offset from the centre line of the crankpin when viewed from the side of the engine; consequently each "pair" of cylinder bores has a centre spacing which is greater than that of each pair of

crankpins. This arrangement enables a larger water space to be provided in the cylinder block casting between the bores without increasing the overall length of the engine. Like the main bearings, the big-end bearings are also steel-backed white metal and have a bore of 1½in diameter and an effective length of 1in. The connecting rod is split at an angle of 43 deg to the connecting rod longitudinal centre line, and the two halves of the rod are located by lugs on the cap which mate with the cutaway locating portions on the main part of the rod, the two halves being held together in the normal way by means of set bolts. End location for the gudgeon



Rack and pinion steering is carried behind the front axle centre line, and the steering levers are mounted directly in the swivel pins. Note the cooling fins on the lower portion of the telescopic damper. A rubber stop limits the suspension travel at full bump.



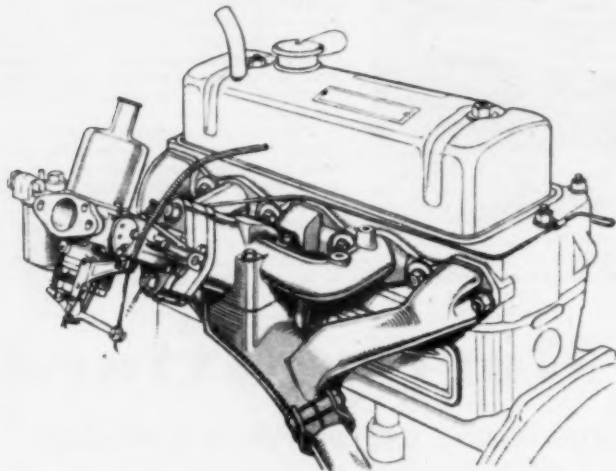
## The Latest Morris Oxford . . . . . continued

pin is provided by the little-end pinch bolt.

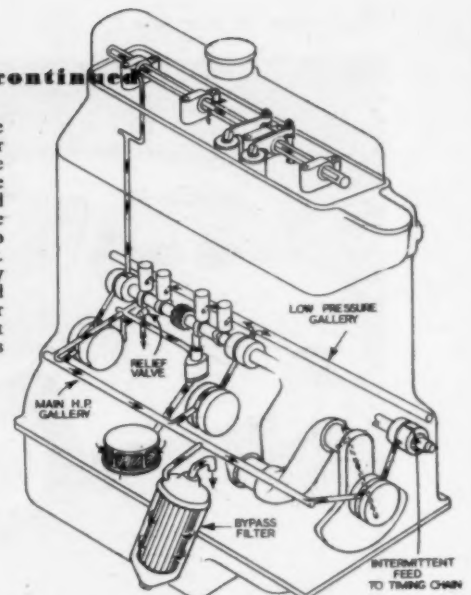
The light alloy concave-top piston has a split skirt and carries four rings. The top one is a plain compression ring, while the second and third are taper-faced compression rings, the lower being of slotted scraper type; all the compression rings are 0.0776in wide.

The camshaft is located on the left-hand side of the crankcase, 3in above the crankshaft centre line. It is supported by three steel-backed white metal bear-

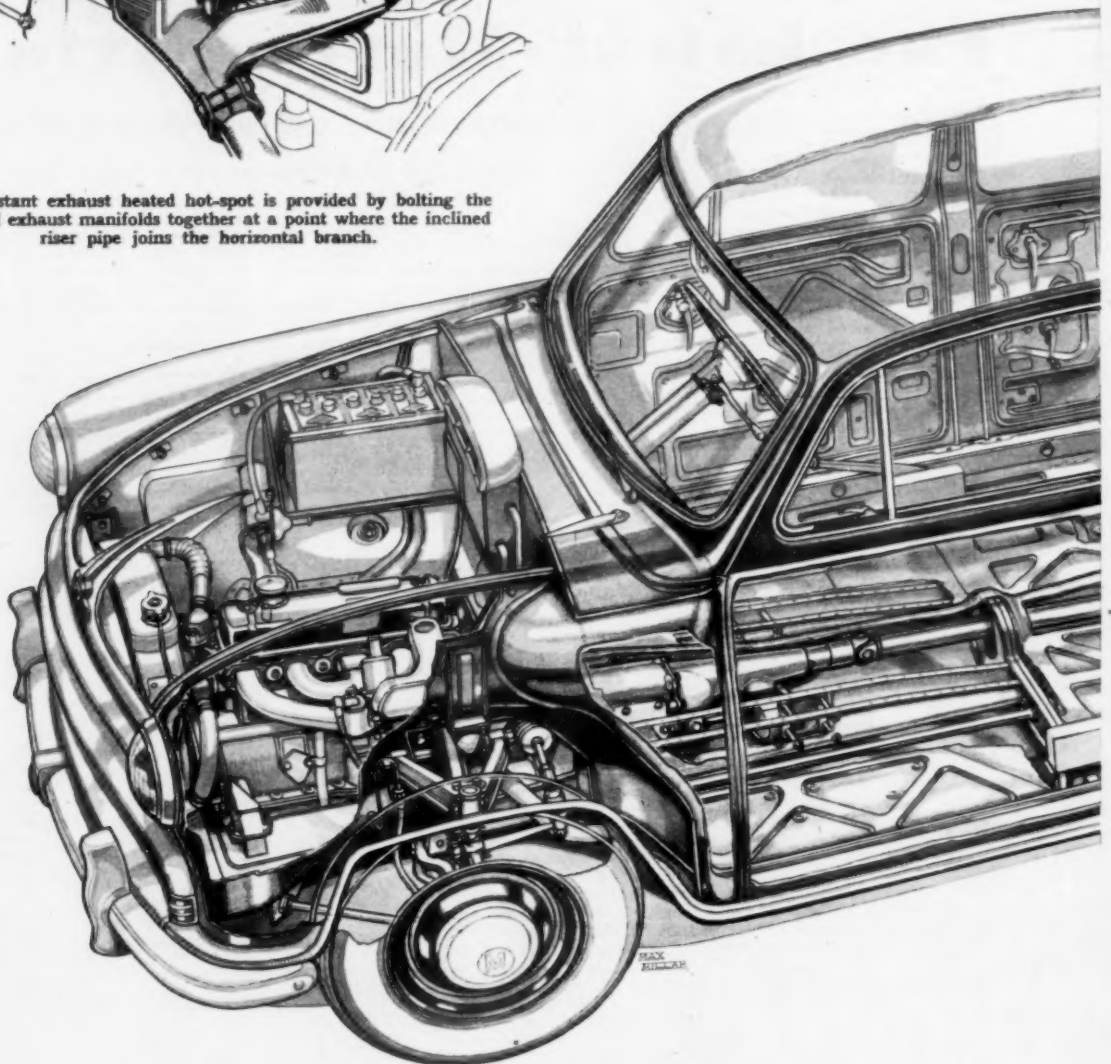
ings. End location is provided by a plate bolted to the front end of the cylinder block, which operates in a groove, one side of which is formed by the end face of the camshaft front main bearing, and the other by a flange on the inside of the camshaft chain wheel, which is keyed to the camshaft and held in place by a nut. The camshaft is driven in the usual way by a chain wheel on the crankshaft and a short duplex chain. An integral gear cut on the camshaft between the inlet cams for the rear pair of cylinders mates



The constant exhaust heated hot-spot is provided by bolting the inlet and exhaust manifolds together at a point where the inclined riser pipe joins the horizontal branch.



Lubrication diagram of the Morris Oxford's 14-litre engine. Note the low-pressure gallery supplying the tappets.

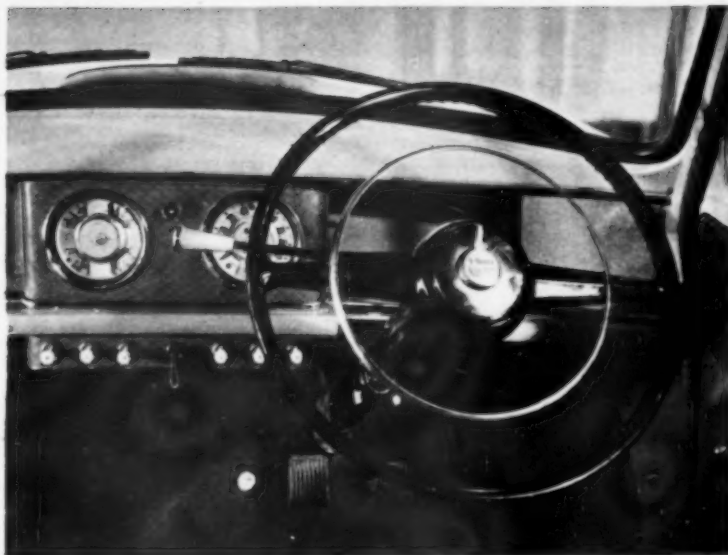




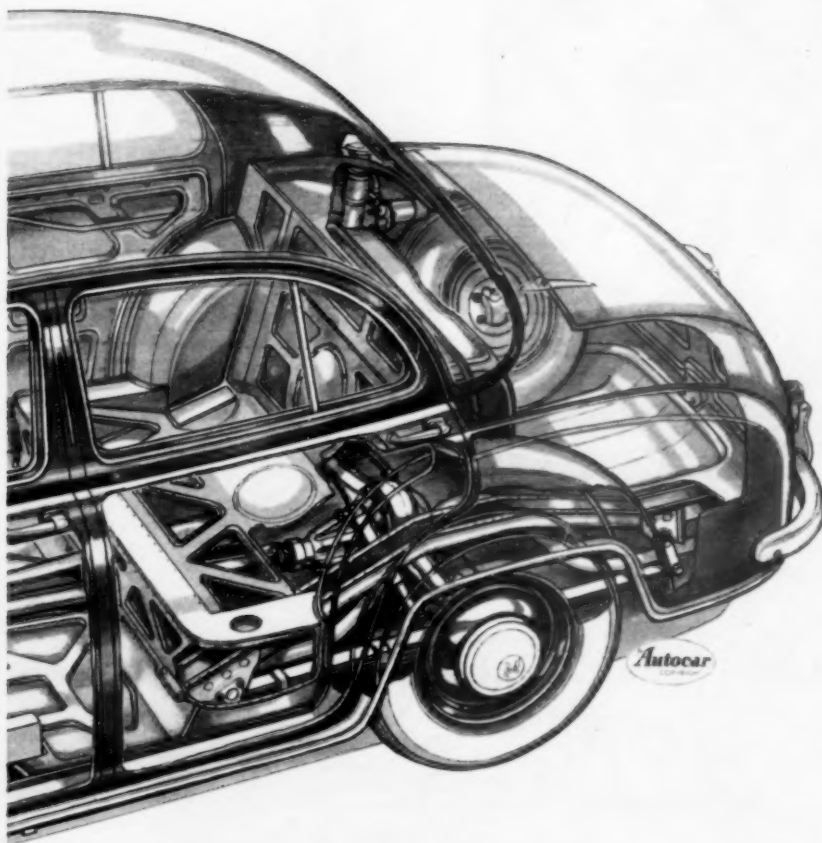
with two pinions, one driving a diagonal shaft which runs across the engine to operate the distributor. This is spigoted into the right-hand side of the crankcase. The other camshaft pinion drives a short vertical shaft which in turn operates the oil pump.

Hollow cast iron tappets operate directly in bores machined in the crankcase; they are offset from the centre line of the cams (when viewed from the side) to cause a measure of tappet rotation. Cups in the top of the tappets seat the push rods, which operate the rockers of the conventional overhead valve system. End location on one side of the rocker is provided by the rocker shaft pedestal, and helical spacer springs are placed between the centre pair of exhaust valve rockers, and between both inlet valve rockers of a pair. The valve seats are cut at an angle of 45 deg and the throat diameters for the inlet and exhaust valves are 1.7 in and 1.4 in respectively, both valves having  $\frac{1}{8}$  in diameter stems. Single helical valve springs with a conventional type of split cotter hold the valves in place.

From a pick-up point in the base of the sump, oil is drawn up to the pump, and from an outlet port in the pump



A long gear lever is on the left of the column and the horn ring is complete. All the minor controls and switches are grouped.



casing the lubricant passes through a longitudinal drilling to the back of the cylinder block and then diagonally upwards through the back wall of the crankcase to the main high pressure oil gallery on the right-hand side of the block.

Further drillings convey the oil to the crankshaft main bearings, and from there it passes through holes in the crankshaft to lubricate the big-ends. Regulator plugs are fitted in the crankpin end of the main feed drilling and additional cross drillings are also provided so that lubricant is supplied at two points around the crankpin periphery. Small holes in each connecting rod squirt oil on the cylinder bores. From the main bearings further drillings in the cylinder block convey lubricant to the camshaft bearings and a further hole from the centre camshaft bearing connects with an additional low-pressure gallery on the left-hand side of the crankcase. This lubricates the tappets via cross drillings. Flats on the camshaft rear bearing meter oil which is conveyed to the hollow rocker shaft via drillings in the cylinder block and head, and an intermittent feed from the camshaft front bearing lubricates the timing chain. A by-pass oil filter is fitted into the high-pressure gallery, and the relief valve is in the main delivery line close to the pump.

The front end of the cylinder block forms the housing for the water pump, and from the pump coolant is circulated around the cylinder bores; the water jackets extend well below the bottom piston ring position when the crank is at bottom dead centre. After circulating through the block, the coolant passes up into the cylinder head to the water outlet and thermostat chamber at the front.

The fuel for the single semi-down-draught S.U. carburettor is supplied by an S.U. electric fuel pump housed in the luggage locker just above the fuel tank.

Main structural body pressings form both the shell and the stress-carrying members. Items such as interior trim and seats have been omitted so that the very large number of pressings used in a modern quantity production car can be seen. The forward mounting of the engine is particularly evident.



## The Latest Morris Oxford . . . continued

An 8in diameter dry single-plate clutch transmits the drive to the four-speed and reverse gear box, which is provided with synchromesh on top, third and second gears. The gear box casing is in unit with the bell housing, and has a side cover plate. The gear box input shaft is in unit with the constant mesh pinion and is supported by a ball race at the front end of the gear box; this shaft is bored to support the front end of the gear box mainshaft, which operates on needle roller bearings. At the rear of the gear box the mainshaft is supported by ball bearings, while at the rear of the gear box extension a plain bearing supports the outer member of the sliding spline assembly, which is provided with an oil seal and dust cover. The gear box layshaft runs on needle roller bearings and both the mainshaft and the layshaft are internally drilled to provide lubrication for the rollers and gears.

The three-quarter floating hypoid rear axle has a one-piece banjo casing, and the differential assembly and crown wheel are supported on ball races held in a light alloy carrier. The pinion is supported on opposed taper roller bearings. The outer

ends of the axle half-shafts are flanged to provide attachment points for the brake drum and hub-bearing housing.

A conventional propeller-shaft carries the drive to the rear axle unit which is held in place by the long half-elliptic leaf springs. These are anchored to the unit construction shell, which is stiffened locally to provide the necessary strength. At the front the car is supported by long torsion bars, the rear ends of which are anchored to an I-section structural member running below the floor. The front ends of the torsion bars connect with the lower links of the independent front suspension mechanisms; these are composite structures consisting of a forged member at the rear, splined to receive the torsion bar, and a channel section pressing at the front. To reduce the bending moment on this lower link under conditions of heavy braking, an additional strut is pin-jointed to the front link member and runs diagonally forward to an attachment point on the body structure.

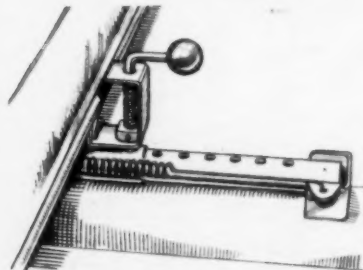
Road wheel movement is controlled by an upper wishbone consisting of two pressings, the inner fulcrum bearing hous-



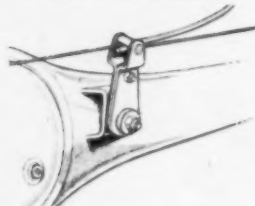
The luggage locker is very deep and of a useful shape, although some of the floor space is occupied by the pump, tool roll, and starting handle on the left-hand side.



Above: Oil and water filler caps are readily accessible and electrical components are grouped close to the battery. A small plate between the SU carburettor piston and float chambers ensures the correct positioning of these two components. Below: The depth of the side windows can be seen to advantage from this angle. Semaphore indicators are fitted to cars for the home market, flashing units to left-hand drive models.



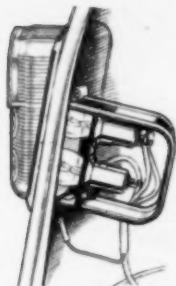
A simple bolt action adjustment is provided for the bench-type front seat. Below: Detail of the cable linkage for hand brake operation.



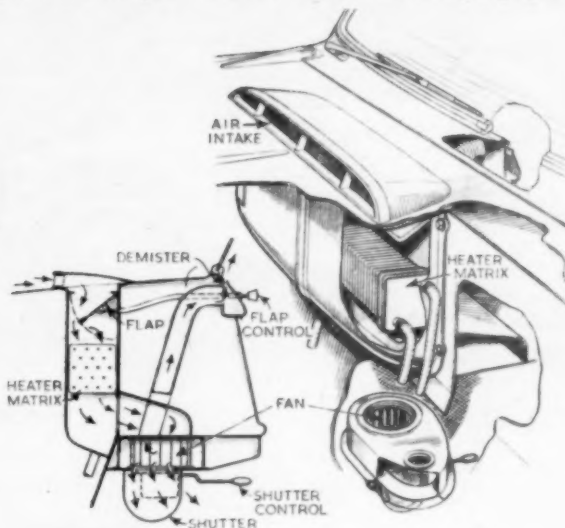


ing being attached to the main structure by means of bolts. The necessary movement for wheel deflection and steering is provided by a bearing block which is pivoted to the outer end of the top wishbone by means of a rubber bush and contains a metal bearing for the swivel pins.

wings, the front wings being detachable so that they can be readily replaced in the event of accidental damage. The interior of the body is well finished, and the use of a woven plastic type of material for the head lining gives the car a clean and bright interior. There is also a very large glass



Above: Combined tail and stop lamp. Right: The intake for the heater unit is in the bonnet top. The fresh-air valve can be operated from the facia.



The considerable offset of the steering wheel is evident. Instruments are neatly grouped in the centre of the facia, leaving useful stowage space on either side. All three pedals have rubber covers, and a substantial lever type hand brake is provided on the right-hand side of the seat.



To enable it to clear the rear wheel arch, the rear seat back is swept forward at each end. A central ash tray is provided in the back of the front seat.

The steering arms which transmit the movement from the rack and pinion steering mechanism are mounted directly on the swivel pins. Telescopic dampers are used on both the front and the rear suspension, and the lower casings are finned to reduce the working temperature of the damper fluid. The rear dampers are inclined transversely to reduce the height of the top anchorage point.

The main structure of the one-piece body shell consists of the floor, bulkhead, front wing valances, pillars, roof and rear

area so that there is particularly good all-round visibility for all the occupants, and particularly for the rear-seat passengers.

Standard fittings include twin sun visors, which can be pivoted to shield the sun when it is shining down on either side of the car. The wide driving mirror is of tinted glass to reduce glare from following traffic at night. All the side windows can be completely opened, the area then exposed being large enough to provide an escape hatch in emergency.

Particular attention has been paid to body sealing and all doors have double rubber seals. Small leather pulls are provided to assist the closing of the front doors, while at the rear the combined door pulls and arm rests are padded with rubber. Both front and rear doors are hinged at their leading edges and the check straps are also arranged to hold the doors in the open position. There is a fresh-air intake towards the rear of the bonnet for the heating and ventilation system, and five ducts distribute the air

on the inside of the windscreen to assist demisting and de-frosting. Upholstered in leather, the front seat cushion is of foam rubber while the back rest has rubberized hair; at the rear the seat cushion is a deep foam rubber overlay on top of a spring case.

During a brief run on the road, *The Autocar* was able to sample some of the qualities of this fine new model. On both wet and dry roads the Oxford appeared to be particularly stable. The engine was lively and flexible, so that the car could be accelerated from a speed of 15 m.p.h. in top gear to its maximum, which is claimed to be something over 70, and, in fact, on a quite short stretch of straight road, and under adverse weather conditions, it was not difficult to exceed the 70 m.p.h. mark on the car's speedometer. Perhaps the most unusual thing about this new car is the considerable offset of the steering wheel, a feature that can be counteracted only by the use of universal joints in the steering column.

#### SPECIFICATION

**Engine.**—4 cyl, 73.025 x 89.0 mm (1,489 c.c.). Compression ratio 7.43 to 1. Three-bearing crankshaft. Maximum b.h.p., 50 at 4,800 r.p.m. Maximum torque 74 lb ft at 2,600 r.p.m. Side camshaft operating overhead valves by push rods and rockers.

**Clutch.**—Borg and Beck 8in diameter dry single-plate; six springs. Hydraulically operated graphite block withdrawal mechanism.

**Gear Box.**—Overall ratios: Top 4.875, third 7.266, second 11.715 and first 18.23 to 1; reverse 25.15 to 1.

**Final Drive.**—Hypoid 4.875 to 1 (8:39). Two-pinion differential.

**Suspension.**—Front: independent by torsion bars, upper wishbones and lower links. Rear: half-elliptic leaf springs. Suspension rate (at the wheel): front 118 lb per in; rear 138 lb per in. Static deflection: front 5in; rear 3.67in.

**Brakes.**—Lockheed hydraulic. Front, two-leading shoe. Rear, leading and trailing shoe.

**Drums:** front 9in diameter, 1½in wide; rear 9in diameter, 1½in wide. Total lining area: 99.48 sq in (49.74 sq in front).

**Steering.**—Rack and pinion; three turns from lock to lock.

**Wheels and Tyres.**—5.50-15in tyres on 4.00 x 15in four-stud steel disc wheels.

**Electrical Equipment.**—12 volt; 51 ampere-hour battery. Head lamps, 42-36 watt bulbs.

**Fuel System.**—12-gallon tank. Electric fuel pump mounted at rear. Oil capacity seven pints.

**Main Dimensions.**—Wheelbase 8ft 1in; track (front) 4ft 5½in, (rear) 4ft 5in. Overall length 14ft 2in. Width 5ft 5in. Height 5ft 3in. Ground clearance 6½in. Frontal area 22.6 sq ft. Turning circle 35ft 6in. Weight (with approximately two gallons fuel) 22 cwt (2,464 lb). Weight distribution: 55.7 per cent front.

**Price.**—Basic £525, British purchase tax £219 17s 6d; total in Great Britain, £744 17s 6d.





Ferrari had a field day, chubby little Froilan Gonzalez winning both the principal event and the sports car race. He is here seen (above) in the Ferrari in which he won the final of the formula 1 race, and (below) in the 4.9-litre Ferrari with which he vanquished all sports car opposition.

## FERRARI STILL





**A**LTHOUGH the weather was cold and at first wet, a record crowd—officially estimated as about 100,000 strong—attended the B.R.D.C.-organized Silverstone meeting last Saturday, and saw a full day of fine racing with its full complement of thrills. In the main event of the day, the International *Daily Express* Trophy race for formula 1 cars, Froilan Gonzalez notched up yet one more victory for the official Ferrari team, winning easily by 36 seconds from Jean Behra (Gordini). For well over half the race, however, Stirling Moss had held second position in his new Grand Prix Maserati, only to be put out of the race when the de Dion tube of the back axle broke.

Gonzalez also won the sports car race in the 5-litre Ferrari, while Ian Appleyard—in his first race—scored a brilliant victory in the event for Production Touring Cars in his Jaguar Mark VII saloon, beating the two similar cars of A. P. R. Rolt and Stirling Moss. Moss, by way of compensation for his International Trophy misfortunes, won the 500 c.c. formula 3 race in F. Beart's Norton-engined Cooper.

Among the notable class victories in the sports and touring car events were those of the 2-litre Cooper-Bristol (Brown) and 1½-litre Lotus (Chapman) in the former, and the 1½-litre M.G. (Jacobs) and 900 c.c. D.K.W. (Brooks) in the latter. Altogether the meeting could be accounted a great success, and the organization was of the high standard associated with the B.R.D.C.

**T**HE practice periods for the meeting had been full of interest. When the Ferrari team arrived it was seen that they had brought the two cars which ran at Bordeaux the previous weekend, together with one of the new short-chassis type for Gonzalez to drive. This car (which made its first appearance in the Italian G.P. last year in 2-litre form) has a multi-tube chassis and a very over-square four-cylinder engine (100 mm bore and 78 mm stroke); the valves are set at an included

The Silverstone circuit; no chicane was, after all, inserted at Woodcote Corner, after experiments had been made with it early in the first practice period.



## INVINCIBLE?

### Two Victories for Gonzalez in International *Daily Express* Trophy Meeting

angle of 90 degrees, the exhaust pipe runs upward and alongside the driver's shoulder, and a large fuel tank is mounted on each side between front and rear wheels. However, on the first day, Gonzalez was a second faster in one of the earlier cars than in the new one; Behra's Gordini and Moss (Maserati) tied for second fastest time. On the second day (Friday) the track was damp during racing car practice, and fastest time was put up by Alan Brown in the new Vandervell Vanwall Special, making its first competition appearance. This interesting car uses a multi-tube frame, the front and rear suspension parts and combined gear box and final drive unit being of Ferrari manufacture.

The engine is entirely new, a twin-o.h.c. four-cylinder with bore, stroke and internal dimensions modelled on those of the 500 c.c. racing Norton motor cycle engine; although of only 2 litres capacity, this engine produces the astonishing output of over 240 b.h.p., or approximately that of the 2½-litre Ferraris and Maseratis. The car is fitted with an arrangement of external gilled tubes which act as radiator, and with disc brakes of new design. On the damp circuit this new car was actually a second per lap faster than Gonzalez' Ferrari!

In the absence of the works-entered

Jaguars in the sports car race, the big 4.9-litre Ferrari was not unnaturally to the fore (driven by Gonzalez in the absence of Paolo Marzotto); but its practice time was equalled by Jimmy Stewart in one of the three *Ecurie Ecosse* Jaguars. The new 4½-litre Lagonda, Parnell up, was overgeared and not too happy, but the Aston Martins (two of them coupés of new type) were equipped with new engines with dual ignition (two plugs per cylinder) and were going very well. Among the production cars, the Jaguars of Moss (fastest), Rolt and Appleyard (one second slower) headed the list of practice times, but Wharton's Daimler was but two seconds slower than the last two.

So to race day, which dawned fine but soon clouded over and rained. Nevertheless, the crowds approaching the circuit were denser than ever, and by the time the track was cleared for the first race on the programme all the stands were well filled and the enclosures were rapidly becoming packed.

Racing got under way at 10.15 a.m. with the first heat of the *Daily Express* International Trophy race, the day's main event. This heat was the more interesting of the two, for the grid included Gonzalez' Ferrari, Moss' Maserati, Behra's Gordini and the Vanwall Special driven by Alan Brown, all in the front row. Gonzalez

had made the fastest lap in practice, with a time of 1 min 48 sec, and Behra and Moss had jointly been second fastest with 1 min 51 sec. Brown had been sixth fastest (Parnell and Trintignant, scheduled for the second heat, intervening), but the Vanwall was nevertheless very much the dark horse, for its fast time had been put up on a damp track—and it was pouring with rain for the start of this heat.

Maglioli, driving the number two works Ferrari, is not yet one of the select handful of really crack drivers, and he was in the second row as a result of his practice lap time of 1 min 56 sec, which had been equalled by the other two second row men, Rolt (Connaught) and Beauman (Connaught). Bira (Maserati) and Rosier (Ferrari) were in the third row.

From the moment that the wet Union Jack fell Gonzalez was out in front in his latest type Ferrari; and he was lucky to be there, for the slower cars faced their first nasty moment as early as Copse, the first corner of the first lap, when an over-enthusiastic driver spun as a result of too much speed on the very slippery surface. Tony Rolt's Connaught was going very well indeed and he took second place at the start and proceeded to guard it jealously. Moss got away in fifth place with the Maserati but the end of the first lap saw him in third place in front of





With pools of water lying on the track, A. G. Whitehead's Aston Martin coupé leads H. Gould (Kieft-Bristol) round Copse Corner during the sports car race.

Behra, Bira and Maglioli. For lap after lap the order remained unchanged, with Rolt unexpectedly hanging on firmly to second place. But Bira was steadily closing the gap between himself and Moss, despite the wetness that made it almost impossible for drivers to see their way if they were close on the tail of another car.

For six laps Rolt tried to keep up, with Gonzalez steadily pulling away to a bigger and bigger lead—and then he spun round and dropped to sixth place as a result. Moss moved up to second, but only for two laps. Bira was by this time pressing him very hard, and as they went into Copse Moss sportingly pulled well over and let Bira—who loves the wet—through into second place. From here on it was a routine race. Gonzalez was without a challenger. Bira remained second and Moss third, with Maglioli well behind in fourth place. Rolt worked very hard indeed but finished seventh. There were incidents, of course, and Chapman was lucky to keep the Emeryson upright when he slid into the field at Copse three laps from the end—but his place was not affected for he was among the stragglers.

Next came the sports car race. By now

## FERRARI STILL INVINCIBLE ?

there was no actual rain falling, and the track was beginning to dry in patches; but on the whole it was still very slippery. From the Le Mans-type start it was Peter Walker who leaped into the lead, in one of the *Ecurie Ecosse* XK120C Jaguars, beating Gonzalez' Ferrari and the other two Scottish Jaguars (Jimmy Stewart and Ninian Sanderson) to Copse Corner. Here a nasty incident was narrowly avoided when Alan Brown spun his Cooper-Bristol sports car (winner of this year's Empire Trophy race) round in the road, losing some half-dozen places as a result. But on they went, down to and round Becketts, on to Stowe, round Club and back round the fast left-hander at Abbey to Woodcote and the start again; and it was still Walker in the lead!

But Gonzalez was chasing him hard, and the superior power of the big Ferrari told. After that one lap the red car came round first, with a gradually increasing lead until the end of the 17-lap race. Behind him Walker and Stewart kept station for a long time, but Sanderson gradually dropped back. Abecassis was

going great guns with the Jaguar-engined H.W.M. sports car, and passed Stewart on lap 11; two laps later, and he passed Walker as well to take second place and hold it until the end. The Lagonda, seeming something of a handful on the damp surface, lay fifth throughout, Parnell keeping it in front of Duncan Hamilton's Jaguar but unable to gain on Stewart's.

The 3-litre class consisted of the three Aston Martins; Collins led for 13 laps with the open version from the coupés of Salvadori and Graham Whitehead, but then was baulked by a slower car and Salvadori passed him. Peter Whitehead had a good run in the streamlined Jaguar-powered disc-braked Cooper, in its first race; in fact, the car was completed only two nights before.

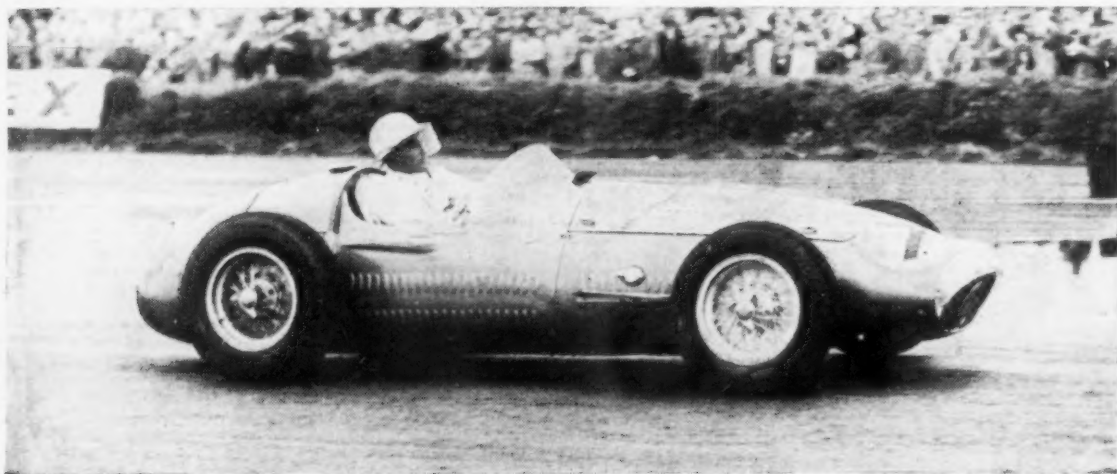
Brown, after his first lap spin, quickly climbed back through the field to pass Gould's Kieft on the fifth lap and put the Cooper-Bristol in the lead among the 2-litre cars. Thereafter he was never challenged in his class; but Gould and Tony Crook (Cooper-Bristol) ran close together for most of the race. Crook, in fact, got past Gould two laps from the

end, only to be repassed on the last lap, Gould officially taking second place in the class by one-fifth of a second.

But only seven seconds behind this pair of fast 2-litres, after seventeen hard laps, came Colin Chapman's astonishingly fast little streamlined Lotus, M.G.-engined and easy winner of the 1½-litre class. At first he was followed by his team-mate Gammon (with the unstreamlined version), but Coombs (Connaught) got into second place on the sixth lap, gradually pulling away from Gammon. McAlpine, in the second Connaught, followed Gammon almost throughout the race, a length or so behind.

And so ended the sports car race, four events in one and difficult for the casual spectator to follow except in the out-and-out battle for general classification. The team prize was deservedly won by the *Ecurie Ecosse* Jaguars, which finished 3rd, 4th and 11th in the race as a whole.

As Wharton's Maserati had not arrived from Italy, the important members of the second Trophy heat were the Ferraris of Trintignant and Reg Parnell (the cars



Unluckiest man in the Trophy race for formula 1 cars: Stirling Moss (seen at Becketts Corner), whose new Maserati broke its de Dion tube when he was comfortably in second place during the final.





The first heat of the main event was won easily in very wet conditions by Gonzalez in the new-type short-chassis Ferrari, with side mounted fuel tanks.

### continued

having achieved practice times of 1 min 52 sec and 1 min 53 sec respectively), Simon's Gordini (1 min 54 sec), and Bob Gerard's Cooper-Bristol (1 min 55 sec). Horace Gould, in the second row, had managed 1 min 57 sec with his Cooper-Bristol, but all the other cars had been longer than two minutes. The dark horse in this heat was Mieres (Maserati) who had not practised at the official times and was therefore starting at the very back, all alone in the fifth row.

It was a most exciting race, for at the start Manzon (Ferrari) took the lead but was soon passed by Parnell and Trintignant, the two starting a most spirited duel. For ten of the fifteen laps Parnell hung on to first place, but the two cars had but a few feet between them all the time and Trintignant had the advantage of a works car. Five laps from home he took the lead and slowly but perceptibly increased his lead. Manzon was still in third place, but Simon, who had spent most of the race in fourth place in the Gordini, could not hold off Salvadori's Maserati challenge. Salvadori had started badly, but he passed Gerard, Gould and Simon to cross the line in fourth place.

### Drying Up

However, even with both heats over, the order of finishing in the final was far from assured. In the second heat the rain had stopped and the line round the circuit taken by most of the cars became fairly dry. The result was that this heat was faster than the first, and all that seemed fairly sure was that Gonzalez, driving the latest Ferrari in the dry, would still be in a very favourable position.

The track, then, was virtually dry for most of its three-mile length; and just as well, for the next event was for the production touring cars. The start—again of the Le Mans variety, with the cars lined up in echelon and the drivers on the other side of the road, poised to rush across on the fall of the flag—was a remarkable sight. Moss, as so often, reached his car first (one of the four Mark VII Jaguar saloons), only to have the starter jam, and he was delayed for twenty seconds or so—the jinx which has dogged him so often during the last two seasons was not beaten yet! But the

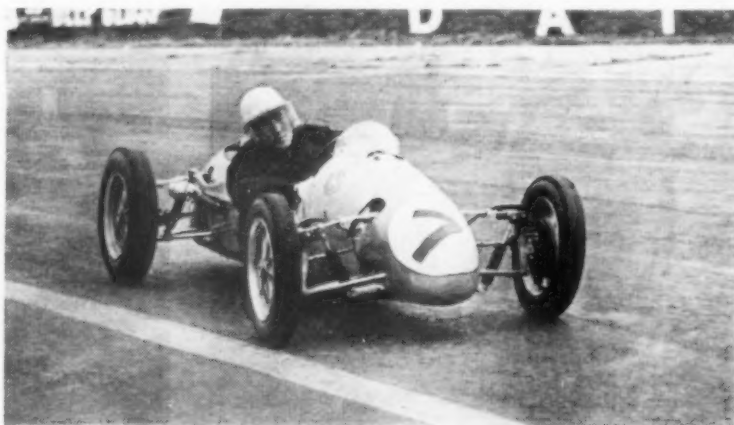
rest of the cars went off well with the single exception of Jack Newton's Renault, left on the line: and a terrific Piccadilly Circus-like jam ensued as they juggled for position on the first lap.

And first round Woodcote and across the starting line was Sims' 2½-litre Riley, a grand effort! Close behind him came Appleyard's white Jaguar, Wharton's Daimler, Crook's Gran Turismo Lancia Aurelia and Adams' Jaguar—and then the rest in a tight-packed mob. But Sims overdid things on the second lap, the Riley spinning round and losing twelve places. Appleyard now led from Crook, with Rolt's grey Jaguar third and Wharton fourth; Moss, recovering slowly from his start delay, was now already in eighth place. Three laps, and he was sixth; four, and he was fourth, while ahead of him Appleyard led from Rolt, who had passed Crook—and then came a dramatic incident.

On the fifth lap, as the leaders came round Abbey Curve, Crook's Lancia suddenly spun—in tight narrow circles, like a top. Moss was already by, but Wharton, close behind, could not avoid



The new 4½-litre Lagonda, Parnell at the wheel, splashes reflectively through a pool of water during the sports car race.



Moss rounds Becketts Corner in Francis Beart's Cooper in the course of his victorious run in the formula 3 race.



## FERRARI STILL INVINCIBLE?

... continued

The start of the first heat, with Gonzalez (new Ferrari) snatching a narrow lead from Alan Brown (Vanwall Special—on right), Jean Behra (Gordini) and Stirling Moss (Maserati).



him and the Daimler hit the Lancia a resounding whack. Fortunately neither car overturned; Wharton escaped injury, but Crook was taken to hospital. However, he proved to have suffered only very severe bruises.

This put out of the running the two leaders in the 3-litre class, in which the Lancia had held first place and the Daimler second. The first three in the race as a whole, and in the over 3-litre class, were now the Jaguars of Appleyard, Rolt and Moss; fourth, and first in the 3-litre class, came C. G. H. F. Dunham with the lone Alvis. Fifth was the remaining Jaguar (Adams); sixth and seventh the remaining two Daimlers (Parnell and Abecassis) which were in turn followed by the three 2½-litre Rileys (Sims, Grace and Rogers).

The order remained substantially unchanged for some time, although Parnell—after trying very hard, with some fist-waving—forced his Daimler past Adams' Jaguar on the tenth lap. Two laps later trouble struck at the Alvis, the bonnet coming loose and Dunham stopping to remove it, so the Daimlers now led the 3-litre class with Sims' Riley third, Sims having once more passed his team-mates

after his early spin. The leading Jaguars received the chequered flag in due course, nose to tail, with Appleyard in front; Britain's leading rally driver had won his first race in masterly style. The 2-litre class went to de Mattos' Consul, the only other starter being Tilling's diesel-engined Borgward, which was reliable but not fast. The second Borgward—a petrol-engined 1½-litre—was urged by Jack Fairman into second place in its class despite some apparent tendency to yaw on corners; this class was handsomely won by Dick Jacobs' 1½-litre M.G. saloon. Finally, the 1,100 c.c. class went to C. A. S. Brooks in the astonishing little D.K.W., although he slowed towards the end and was almost caught by Foster's Morris Minor (a side-valve version equipped with an Alta o.h.v. head); third, deservedly, came Done's Standard Eight. Once more the team prize went to Jaguars, the team cars having occupied the first three places in the race.

By the time the cars began to line up for the 35-lap, 105-mile International Trophy final, even the assumption that Gonzalez would have an easy victory received a jolt. It was found that the

first heat had taken too much out of his engine, which would not start again. For the final, therefore, he took over the older car of Trintignant. Trintignant, in turn, took over Maglioli's car, leaving the latter without a mount.

In the front row were Gonzalez, Parnell and Manzoni, all in Ferraris, and the Maserati of Salvadori. Next came Simon's Gordini, Trintignant's Ferrari and Bira's Maserati; then, in the third row, came Moss (Maserati), Fairman (Turner) and Behra (Gordini). Brown, Rolt and Rosier brought up the rear rank of the serious contenders for high awards, with three more rows of cars behind them.

At the drop of the flag Gonzalez' Ferrari went like lightning into the lead. The circuit was now mainly dry and Moss, at home with the Maserati, was at once on Gonzalez' tail, followed by Manzoni (Ferrari), Behra (Gordini) and Parnell (Ferrari). Italian cars dominated the field, but at least there was the hope that Moss, Parnell and perhaps Salvadori, would be among the first drivers home. Certainly Moss was going very fast indeed in second place, losing about a second a lap on Gonzalez, who was prov-



George Abecassis had his best run to date in the H.W.M. sports car (seen at Copse Corner) in finishing second to Gonzalez' Ferrari in the sports car race.



The Gordini displayed complete reliability and a good turn of speed; here is Jean Behra, second place winner in the main event, at Copse Corner.





The dramatic start of the touring car race; Wharton (Daimler) leads from Appleyard (white Jaguar) and Sims (Riley), while the unfortunate Moss is left on the line (at left) with a jammed starter in his Jaguar, and Dunham's Alvis uses the grass to good effect.

ing that he did not need the latest Ferrari to cope with his opposition. After five laps the order was the same, with Moss 5 sec behind Gonzalez, Behra right on Moss' tail, and Bira already 14 sec behind Behra. Salvadori was fifth and Mieres sixth, with Brown leading the 2-litre cars (for which there was a special award) in seventh place, and Rolt eighth with the Connaught.

On the sixth lap Behra moved up, so that it was Ferrari, Gordini and Maserati, but Moss did not fall back appreciably, and contentedly sat on Behra's tail in these still early stages, and for several laps the order remained unchanged among the cars in the first two-thirds of the field. As early as the fifth lap Gonzalez had started lapping the slowest cars, a business that was to take him at least once past every car except one. The mechanical failure toll also started early, with the disappearance of Manzon's Ferrari; then Thorne's Connaught retired with suspension failure, and Salvadori lost two minutes with a pit stop to fix a sticking throttle.

#### British Troubles

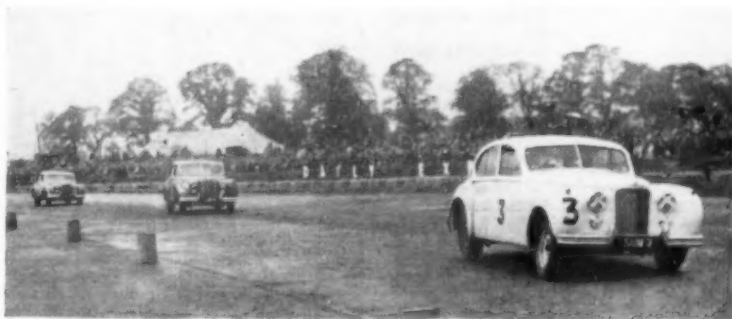
A big blow was Parnell's early retirement with transmission failure. With Parnell out and Salvadori delayed, foreign competitors were very much on top, Moss being the main British hope. After 15 laps the order was Gonzalez, Moss (now 21 sec behind) who had just slipped past Behra's Gordini, Mieres' Maserati fourth, Brown fifth in the Vanwall Special, and Simon's Gordini sixth.

The toll continued with Whiteaway's H.W.M. going out with transmission trouble. Then Brown began to lose oil and the car soon had to retire with a broken pipe. Simon moved up into fifth place with Trintignant sixth. Gonzalez was still driving fast, lapping one car after another, and Moss seemed well entrenched in second place. Then came the blow. Just after two-thirds distance the Maserati broke its de Dion tube, and the last of the well-placed British drivers was out. Thus Gonzalez finished at an average speed of 92.78 m.p.h. Behra was second in the Gordini and was the only

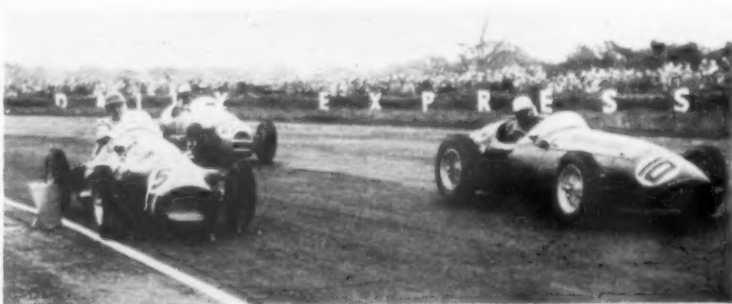
man not to be lapped; third came the second Gordini, with Simon at the wheel, then Mieres' Maserati and the Ferraris of Trintignant and Louis Rosier. Rolt brought the first 2-litre car home close up to Rosier, with Bob Gerard (Cooper-Bristol) second in that class.

Finally came the formula 3 race, and although a lot of spectators seemed to be leaving immediately the big race was over, yet there were not noticeably fewer for this last tit-bit. In the front row on

the grid were Bicknell (Revis), Parker (Kieft), Russell (Cooper) and Moss (Cooper); but when the flag fell it was Leston (Cooper) who took the lead from the second row, with Russell and Moss within inches of him. And Leston led first time round; but thereafter Moss, in Francis Beart's lightened Cooper, got in front, never to look like dropping back again. Behind him throughout lay Leston and Russell; but a terrific duel went on all through the fifteen laps for fourth



Three Jaguars in line ahead, as they finished in the touring car event; the order was Appleyard—Rolt—Moss.



Salvadori (new Maserati, on right) passes Tony Rolt, who put up a remarkable performance in his 2-litre Connaught, during the big race final; Behra's Gordini follows.





Left: Kenneth Evans brings down the flag with a truly Continental flourish, and Gonzalez crosses the line the winner of the 1954 International Daily Express Trophy race! Right: Gonzalez records a message for the Spanish-speaking peoples after his triumph; later he spoke over the Silverstone public address system.



## FERRARI STILL INVINCIBLE? . . . continued

place, the contenders being Keen, Hall and Bueb, all in Coopers. Loens was in this bunch with his Staride, but fell back after five laps, to retire four laps later. Headland was late away with the Martin-Headland, and never really got going; and a surprise feature of the race was the relative eclipse of Parker and Bicknell, the two favourites. Parker spun right round on Woodcote and dropped back on lap 3, pulled up a little until he caught Bicknell, and then Kieft and Revis scrapped hard in the middle of the field for the rest of the race. Fourth place finally went to Bueb by one-fifth of a second from Keen, with Hall less than a second behind.

And that was the end of a very good meeting, despite the weather. The trophies were ceremoniously presented by the Honourable Max Aitken; Gonzalez made a little speech in Spanish, translated by compatriot Mieres, and everyone went home happy.

### RESULTS (lap distance 2.93 miles) Sports car race (50 miles, 17 laps)

**General Classification:** 1. Ferrari 4.900 (F. Gonzalez), 35m 56s, 83.08 m.p.h.; 2. H.W.M. 3.442 (G. Abecassis), 36m 42s; 3. Jaguar 3.442 (P. D. C. Walker), 36m 48s; 4. Jaguar 2.442 (J. Stewart), 36m 50s; 5. Lagonda 4.485 (R. Parnelli), 37m 47s; 6. Jaguar 3.442 (J. D. Hamilton), 37m 48s; 7. Aston Martin 2.922 (R. Salvadori), 37m 21s; 8. Aston Martin 2.922 (P. Collins), 37m 28s; 9. Cooper-Jaguar 3.442 (P. N. Whitehead), 37m 33s; 10. Cooper-Bristol 1.971 (A. Brown), 37m 41s.

**Class Results:** 1.100 to 1.600 c.c.: 1. Lotus 1.467 (C. Chapman), 16 laps in 36m 46s, 76.42 m.p.h.; 2. Connaught 1.484 (J. Coombs), 37m 30s; 3.

Lotus 1.467 (P. Gammon), 37m 49s, 1.501 to 2.000: 1. Cooper-Bristol 1.971 (A. Brown); 2. Kieft 1.971 (H. Gould), 16 laps in 36m 58s; 3. Cooper-Bristol 1.971 (T. A. D. Crook), 36m 59.2s, 2.001 to 3.000: 1. Aston Martin 2.922 (R. Salvadori); 2. Aston Martin 2.922 (P. Collins); 3. Aston Martin 2.922 (A. G. Whitehead), 1 lap behind. Over 3.000: 1. Ferrari 4.900 (F. Gonzalez); 2. H.W.M. 3.442 (G. Abecassis); 3. Jaguar 3.442 (P. D. C. Walker).

**Team Prize:** Jaguar (Ecurie Ecosse—P. D. C. Walker, J. Stewart and N. Sanderson).

### Production touring car race (50 miles, 17 laps)

**General Classification:** 1. Jaguar 3.442 (I. Appleby), 39m 51s, 75.55 m.p.h.; 2. Jaguar 3.442 (A. P. R. Rolt), 39m 55s; 3. Jaguar 3.442 (S. Moss), 39m 56s; 4. Daimler 2.433 (R. Parnelli), 40m 29s; 5. Jaguar 3.442 (R. J. Adams), 40m 31s; 6. Daimler 2.433 (G. Abecassis), 40m 56s; 7. Riley 2.433 (L. Sims), 40m 58s; 8. Riley 2.433 (O. H. Grace), 40m 59s; 9. Alvis 2.993 (C. G. H. F. Dunham), 41m 26s; 10. Riley 2.433 (A. P. O. Rogers), 41m 56s.

**Class Results:** Up to 1.100 c.c.: 1. D.K.W. 896 (C. A. S. Brack), 15 laps in 41m 48s, 64.15 m.p.h.; 2. Morris 918 (A. T. Foster), 41m 55s; 3. Standard 805 (D. S. Done), 41m 54s, 1.101 to 1.500: 1. M.G. 1.250 (R. W. Jacobs), 16 laps in 42m 5s, 66.77 m.p.h.; 2. Borgward 1.490 (J. E. G. Fairman), 1 lap behind; 3. Jowett 1.486 (W. G. Wright), 1. 1.501 to 2.000: 1. Ford 1.508 (B. G. de Mattos), 15 laps in 39m 58s, 65.91 m.p.h.; 2.001 to 3.000: 1. Daimler 2.433 (R. Parnelli); 2. Daimler 2.433 (G. Abecassis); 3. Riley 2.433 (L. Sims). Over 3.000: 1. Jaguar 3.442 (I. Appleby); 2. Jaguar 3.442 (A. P. R. Rolt); 3. Jaguar 3.442 (S. Moss).

**Team Prize:** Jaguar (I. Appleby, A. P. R. Rolt and S. Moss).

### 500 c.c. race (45 miles, 15 laps)

1. Cooper (S. Moss), 31m 58s, 84.21 m.p.h.  
2. Cooper (L. Leston), 31m 28s.  
3. Cooper (J. Russell), 31m 35s.  
4. Cooper (I. L. Bueb), 31m 51s; 5. Cooper (M. J. C. Keen), 31m 51.2s; 6. Cooper (J. K. Hall), 31m 52s; 7. Staride (D. Taylor), 31m 53s; 8. Revis (R. G. Bicknell), 32m 1s; 9. Kieft (D. Parker), 32m 1.2s; 10. Cooper (S. Lewis-Evans), 32m 5s.

**Fastest lap (tie):** Moss and Leston, 2m 2s, 86.57 m.p.h.



Les Leston was a worthy second-place winner in the formula 3 event in his work-entered Cooper Mark 8 here seen at Club Corner.

### International Daily Express Trophy Race

#### Heat 1 (45 miles, 15 laps)

1. Ferrari 2.490 (F. Gonzalez), 31m 49s, 82.79 m.p.h.; 2. Maserati 2.494 (B. Bira), 32m 5s; 3. Maserati 2.494 (S. Moss), 32m 5s; 4. Ferrari 2.490 (U. Maglioli), 32m 57s; 5. Gordini 2.490 (J. Behra), 32m 40s; 6. Vanwall Spl. 1.996 (A. Brown), 32m 56s; 7. Connaught 1.960 (A. P. R. Rolt), 32m 57s; 8. Ferrari 2.490 (L. Rosier), 33m 56s; 9. Connaught 1.960 (D. Beauman), 33m 57s; 10. Cooper-Bristol 1.971 (J. A. Somervail), 34m 12s; 11. Connaught 1.960 (L. Marr), 1 lap behind; 12. Emerson 2.488 (C. Chapman), 1 lap behind; 13. H.A.R. 1.954 (H. A. Richards), 1 lap behind.

**Fastest lap:** Gonzalez, 2m 3s, 85.67 m.p.h.

#### Heat 2 (45 miles, 15 laps)

1. Ferrari 2.490 (M. Trintignant), 30m 9s, 87.37 m.p.h.; 2. Ferrari 2.490 (R. Parnelli), 30m 15s; 3. Ferrari 2.490 (R. Manzoni), 30m 56s; 4. Maserati 2.494 (R. Salvadori), 31m 17s; 5. Gordini 2.490 (A. Simon), 31m 27s; 6. Turner 1.960 (J. E. G. Fairman), 31m 27s; 7. Maserati 2.494 (R. Mieres), 31m 28s; 8. H.W.M. 2.460 (E. N. Whiteaway), 31m 28s; 9. Connaught 1.960 (W. R. L. Thorne), 31m 28s; 10. Connaught 1.960 (F. R. Gerardi), 31m 28s; 11. Connaught 1.960 (M. F. Young), 31m 28s; 12. Connaught 1.960 (K. McAlpine), 31m 28s.

**Fastest lap:** Trintignant, 1m 57s, 90.06 m.p.h.

#### Final (185 miles, 35 laps)

1. Ferrari 2.490 (F. Gonzalez), 1h 5m 15s, 92.73 m.p.h.; 2. Gordini 2.490 (J. Behra), 1h 6m 51s; 3. Gordini 2.490 (A. Simon), 1 lap behind; 4. Maserati 2.494 (R. Mieres), 1 lap behind; 5. Ferrari 2.490 (M. Trintignant), 1 lap behind; 6. Ferrari 2.490 (R. Salvadori), 1 lap behind; 7. Connaught 1.960 (A. P. R. Rolt), 1 lap behind; 8. Cooper-Bristol 1.971 (F. R. Gerardi), 1 lap behind; 9. Connaught 1.960 (D. Beauman), 1 lap behind; 10. Maserati 2.494 (R. Salvadori), 1 lap behind; 11. Connaught 1.960 (L. Marr), 1 lap behind; 12. Cooper-Bristol 1.971 (J. A. Somervail), 1 lap behind; 13. Turner 1.960 (J. E. G. Fairman), 1 lap behind; 14. Connaught 1.960 (M. F. Young), 1 lap behind; 15. Connaught 1.960 (K. McAlpine), 1 lap behind; 16. H.A.R. 1.954 (H. A. Richards), 1 lap behind; 17. Emerson 2.488 (C. Chapman), 1 lap behind.

#### Fastest lap of each competitor

Ferrari 2.490 (F. Gonzalez), 1m 50s, 95.79 m.p.h.  
Gordini 2.490 (J. Behra), 1m 51s, 94.85 m.p.h.  
Maserati 2.494 (S. Moss), 1m 52s, 94.08 m.p.h.  
Gordini 2.490 (A. Simon), 1m 55s, 93.25 m.p.h.  
Maserati 2.494 (R. Salvadori), 1m 54s, 92.43 m.p.h.  
Maserati 2.494 (R. Mieres), 1m 54s, 92.43 m.p.h.  
Maserati 2.494 (B. Bira), 1m 54s, 92.43 m.p.h.  
Ferrari 2.490 (L. Rosier), 1m 55s, 91.63 m.p.h.  
Connaught 1.960 (A. P. R. Rolt), 1m 56s, 90.84 m.p.h.  
Vanwall Spl. 1.996 (A. Brown), 1m 56s, 90.84 m.p.h.  
Ferrari 2.490 (M. Trintignant), 1m 56s, 90.84 m.p.h.  
Ferrari 2.490 (R. Manzoni), 1m 56s, 90.84 m.p.h.  
Cooper-Bristol 1.971 (F. R. Gerardi), 1m 57s, 90.06 m.p.h.  
Ferrari 2.490 (R. Parnelli), 1m 57s, 90.06 m.p.h.  
Connaught 1.960 (D. Beauman), 1m 57s, 90.06 m.p.h.  
Connaught 1.960 (L. Marr), 1m 58s, 89.30 m.p.h.  
Cooper-Bristol 1.971 (J. A. Somervail), 1m 58s, 89.30 m.p.h.  
Connaught 1.960 (K. McAlpine), 2m 1s, 87.07 m.p.h.  
Turner 1.960 (J. E. G. Fairman), 2m 2s, 86.37 m.p.h.  
Emerson 2.488 (C. Chapman), 2m 3s, 85.67 m.p.h.  
Connaught 1.960 (M. F. Young), 2m 3s, 85.67 m.p.h.  
H.W.M. 2.460 (E. N. Whiteaway), 2m 4s, 84.58 m.p.h.  
Connaught 1.960 (W. R. L. Thorne), 2m 6s, 83.63 m.p.h.  
H.A.R. 1.954 (H. A. Richards), 2m 22s, 74.21 m.p.h.

#### Winners' Equipment

1. Ferrari: Shell fuel and oil; Weber carburetors; Marchal plugs; Pirelli tyres; Ferodo brake linings; Puma fuel pump; Marelli ignition; Houdaille spring dampers; Borrani wheels.  
2. Gordini: Shell fuel and oil; Weber carburetors; Champion plugs; Englebert tyres; Ferodo brake linings; Zenith fuel pump; Scintex ignition; Mieres spring dampers; Borrani wheels.  
3. Gordini: as above.



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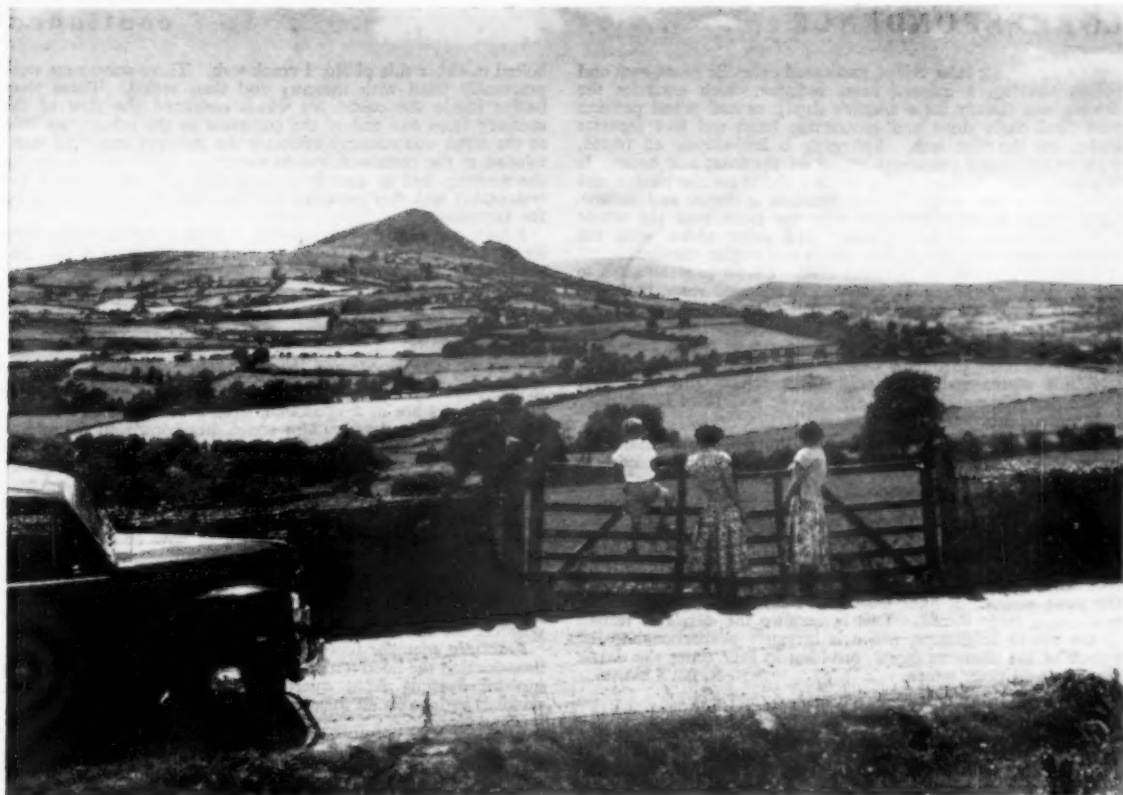
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## CORRESPONDENCE

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### Dazzle

#### Viewpoint of the Pedestrian

[65629].—I hesitate to add to the number of letters which you have received on the subject of dazzle; but, as a pedestrian, I am disturbed by Mr. R. A. Cowan's suggestion [65553] that motorists should be urged to use their dipped head lamps in city and suburban streets. This practice may help the motorist to see pedestrians after dark; but, with all respect to Mr. Cowan, it does not help the pedestrian to see the moving vehicle; for if he is "caught in the head lamps' beam" he cannot see anything.

Motorists should also remember that when their head lamps are dipped *they shine on to the pavement*. This fact is an unmitigated nuisance to pedestrians, and if too many motorists were to use their dipped head lamps in city and suburban streets, conditions on the pavements after dark would be intolerable.

I wonder whether it is not possible for the motorist to dazzle himself, for "where there is much light the shadows are deepest" ("Woviel licht ist, ist starker schatten"); consequently it must be difficult for him to see anyone in the marginal areas on either side of the main beam. It is significant that many motorists prefer yellow light, for it has been shown that this improves both contrast definition and visual acuity.

I think that yellow light has a greatly reduced nuisance value and for this reason, as a pedestrian, I should like to see it adopted. London, W.5.

P. K. P. SHELTON.

#### Differences in the Systems

[65630].—With great interest I have read road tests and other articles in your journal and others about German cars available in the United Kingdom. In all articles the head lamps were particularly criticized, and especially in the dipped position. I am of the opinion that this is because the dipping systems used in the U.K. and on the Continent vary considerably. The Continental system seems to be much more effective against dazzle, at the same time not giving the same amount of light in the dipped position.

So far as I can judge, the British and, more so, the American, systems are not satisfactory from the point of view of dazzle, a fact which can easily be seen on the Continental roads in the tourist season. Both British and American sealed-beam systems are illegal in Germany if the cars are going to be registered here. The same applies to Switzerland.

Hamburg, 36.

H. BOHLEN.

### Matter of Identity

#### Construction of the Rexette

[65631].—As a motorist for over 25 years I have an interest in veteran vehicles and, as a matter of interest, I discovered the collection of early cars and accessories in a cellar at Southampton during the war, of which the 1911 London-Exeter Tamplin cycle car was one. Another interesting example has now come into my possession and I am wondering if any of your readers can help me with information, articles or photographs, as I have reason to believe that it is the only surviving one of this make.

Being completely in pieces, with some of the bodywork missing, the car is hard to picture as it originally was, although it is quite complete mechanically and includes driving seat, and back for the front seat. It is a twin tri-forecar with water-cooled



## CORRESPONDENCE

continued

engine, automatic inlet valves, two-speed epicyclic gears, rack and pinion steering, a colossal brass radiator which encircles the driving seat (handy for a winter's day!), central wheel position with final chain drive and contracting hand and foot separate brakes on the rear hub. Springing is half-elliptic all round, with an additional transverse spring on the front axle beam. It is a massively constructed affair with a strong tubular chassis and wire wheels (b.e. rims). The carburettor is Brown and Barlow. Small brass plates which are with the parts bear the words "Rexette, King of Little Cars," and other plates with the words Rexette bear the chassis patent and engine numbers.

I imagine the date to be about 1905. I wish to restore this to the original condition. It has been dismantled since 1919 and carefully stored, all parts being in good order, except the oil and petrol tanks, which have vanished. It is the position and shape of these and construction of the forecar part of which I am particularly anxious to obtain details and also of the mudguards which, I understand, were originally metal. Any assistance would be most welcome.

Bournemouth.

JOHN L. NEAL.

[Rexette cars were manufactured by the Rex Motor Manufacturing Co., Ltd., of Earlsdon, Coventry, from before 1901 to 1911.—Ed.]

## Lamp Size

## Relationship of Brightness to Dimensions

[65632].—The Scribe's small head lamp, if designed to give the same amount of light (luminous flux) as the larger models, will create more dazzle. This is because the dazzle is related to the source brightness, which is inversely proportional to the square of the diameter (area), resulting in four times the dazzle from half-diameter lamps.

R. M. LELLAN.

Hampton, Middlesex.

## Solution to the Difficulties

[65633].—In "Disconnected Jottings," on April 30, The Scribe says that it should be possible to produce a lamp the size of a tea-cup which would equal the efficiency of the usual size of head lamp; his friend pointed out that the main difficulty would be the diffusing effect of the relatively large bulb glass in a small head lamp.

To my lay mind this diffusing effect will not occur if an ordinary cylindrical pre-focus bulb is employed, as the bulb is inserted into the reflector unit from the rear and is therefore smaller in diameter than the hole in the reflector through which it passes. Assuming the filament to be located at the focal point and the reflector to be of the normal parabolic kind, no rays will, in theory, be projected through the glass of the bulb as the only part of the reflector capable of reflecting such rays is missing; its place is taken by the body and cap of the bulb. The main difficulty is the relatively large area of unreflecting bulb body, and while the bulb could be mounted in the front lens, allowing a complete reflector to be used, its bulk in a lamp the size The Scribe envisages would obstruct a rather large proportion of the projected light.

The most workable solution is to employ a true "sealed beam" lamp in which the front lens is fused to a glass reflector moulding on which is deposited an aluminium reflecting surface, the whole forming a large, hermetically sealed bulb in which one or two filaments are positioned according to requirements, the necessary electrical connections being sealed in the glass. In a lamp of this kind there is virtually no wasted reflector area and no bulb glass to worry The Scribe's friend. The chief objection to smallness is the size of the filament, for in a very small lamp indeed, parts of the filament would be relatively far away from the focal point, so causing excessive spread of light with a corresponding shortening of range.

It would be interesting to have the opinion of an expert on this matter, who might at the same time explain why British manufacturers no longer utilize the unreflected direct light emitted from the bulb itself, although it must amount to at least 30 per cent of the total.

G. P. EVANS.

Deganwy, Caernarvonshire.

## Vibration Damping

## An Interesting Variant on the Duesenberg

[65634].—I read your article on vibration dampers with great interest and think that some of your readers might like to hear of one more variant of the theme, of possible historical interest.

This was fitted to the Model J Duesenberg Straight Eight in the early '30s and consisted of two steel tubular containers

bolted to either side of No. 1 crank web. These containers were practically filled with mercury and then sealed. There were baffles inside the containers which restricted the flow of the mercury from one end of the container to the other. As long as the crank was running smoothly the mercury remained static relative to the container, but as soon as a vibration was set up the mercury had to pass backwards and forwards through the restrictions and this provided sufficient friction to damp down the vibration.

I have one of these engines and it is very smooth throughout its range of r.p.m., apparently proving the efficiency of the type of damper, which is, of course, quite unwearable.

Birmingham, 6.

BRIAN MORGAN.

## Fresh Air

## Requirements in Hoods and Windows

[65635].—It is most pleasing to see that several British manufacturers are now producing drop-head four-seater coupés, or convertibles as they are now sometimes known, in the middle and lower price brackets. It is, however, disappointing to find in so many cases that the front quarter windows are fixed, particularly when the same manufacturers fit the revolving type on their saloon models. This ventilation is a most important feature in hot climates where, if the top is lowered during the daytime, it is desirable to have a direct flow of air on to the occupants of the front seats. Further, although some British manufacturers are at last beginning to fit automatically controlled hoods, it is again most disappointing to find that the automatic control operates only up to the so-called halfway "de ville" position, the last stage still being manual.

American manufacturers of convertibles have for some time incorporated the hood with complete automatic control with great success; opening front quarter windows also appear to be standard fittings on all their models.

S. F. T. H. LEVER.

Hong Kong.



The sign referred to in the letter below.

## Far Away Places

## And Unusual Road Signs

[65636].—The photograph showing "Sea Level" and the accompanying letter [65455] interested me very much. There must be many such unusual road signs seen by your readers, who seem to be a migratory lot judging from your Correspondence columns!

The enclosed photographs were taken last summer on the Trans-Canada highway about 400 miles north of here. They show both sides of the same sign. The road is very good, straight and smooth, and the speed limit is 50 m.p.h. (as is universal here). That calls for much self-control particularly on those empty northern roads.

R. A. BYATT.

Toronto, Ontario.

## "Hendon Way"

## Step to Improve Driving Standards

[65637].—Frequently suggestions come up that the standard of driving would be improved by adoption of the Hendon system.





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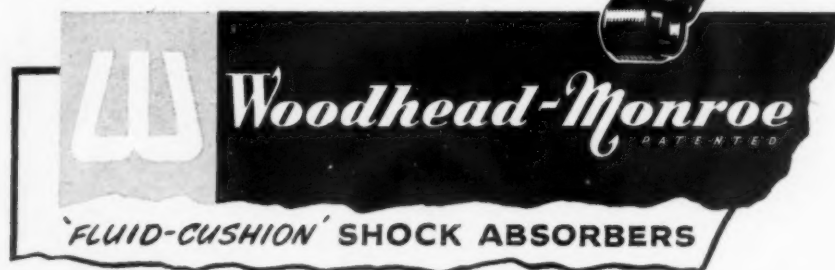


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## CORRESPONDENCE

continued

No one would dispute this, but practical suggestions are difficult. One is that there should be short courses at Hendon for civilian drivers. This is ruled out because the Home Office would not permit it, and because only those who lived near enough could stand the expense. The setting up of a civilian school on Hendon lines falls down on the same point—expense. Another idea is that driving schools should adopt the Hendon system. This they already do, in so far as it fits in with the requirements of the Government test, but for any school to teach a beginner up to advanced level would be impossible. A police driver can already drive before going to Hendon and, while there, he does thirty days, at eight hours a day, of intensive tuition. If he were a complete beginner I imagine it would take double the time as so much of the advanced level driving is dependent upon judgment of speeds, road surfaces and so on, which comes only with actual road experience. Therefore, for any civilian driving school to attempt to emulate Hendon would be impossible. The average pupil can spend, or is willing to spend, only so much as will enable him to pass the Government test, and takes on an average 10 to 14 hours to do it, which will cost him anything from £7 to £14. Let it cost more and the result will be that a growing number, already far too large, will be "taught by a friend" with disastrous results on driving standards.

It seems that what is needed is a post-graduate course and this is not so difficult to arrange as one imagines. Starting with £4 (we've still got 10s left!)—the 10s annual subscription of eight committee members, we have, I think successfully, launched a Safe Drivers' Association which, since opening its lists two months ago, now has 40 members, and nine have already passed an advanced level, Hendon method, driving test. As instructor we have an ex-Preston police sergeant who coaches us in his spare time for 3s 6d an hour. The examiner is another ex-police driver, and the final test is as nearly like the Hendon test as we can make it, omitting the skid-pan.

Thropton, Northumberland.

C. WOOD (Mrs.).

## Turbine Troubles

The Problem of Hysteresis

[65638].—I have read with great interest the absorbing article entitled "The Tantalizing Turbine," by Michael Brown, in your issue dated April 16, 1954.

Mr. Brown has mentioned a number of the problems to be faced before the turbine becomes popular as an automobile engine. Another problem which he has not touched upon is the present probable hysteresis between opening the throttle and engine acceleration. This characteristic, if not overcome, means that the driver would have to anticipate needs for increased speed an appreciable length of time in advance.

DAVID L. CLIFF.

Detroit, Michigan, U.S.A.

## Tyre Pressures

The Effect of Altitude

[65639].—During a holiday in Austria just concluded I maintained the tyre pressures of my Austin A.40 coupé at their normal 22 and 24lb per sq in by my Dunlop gauge; this at around 4,000ft.

On returning through lowland France I found the tyres squealing badly when cornering and braking, and a check showed them all to be 4lb down.

This was clearly the result of variation in atmospheric pressure with altitude, but I had not appreciated that the effects could be so marked, especially as no warning seems ever to be given that this result may be expected.

Finally, how does the familiar tyre pressure gauge work?  
London, N.14. A. L. GIBBS.

[Most tyre gauges operate by spring-loaded piston, the air compressing the spring through the piston. An auxiliary rod, not spring-loaded, is expelled by the piston but does not return with it. It is this rod which is calibrated to scale.—Ed.]

## Dipping

One-eyed Strategy in Boston

[65640].—I find *The Autocar* really interesting, and pass it on to several others, who do likewise. "Disconnected Jottings" and the Correspondence columns are my special favourites.

About "double-dipping"—no one has mentioned the upsetting effect on an American driver when he blinks at the oncoming car and it turns out one light! I cover more than half my

total mileage with dipped lights, and I think "one-eyeism" is poor strategy in Boston traffic.

If light without dazzle is really desired, the polaroid system seems the only sure cure, but the extra beam power required (half the light must be lost through a polarizing filter)—and certain other complications inherent in changing standard fittings on some millions of vehicles at present on the roads—discourage or stop its being tried in earnest. Split-level *autobahns* are an easier solution, and a popular one here; in Massachusetts, governors and administrations lose elections on the basis of what they have not done about the highways... in most states motorists and families form a majority of the voters, especially of the undecided ones.

HENRY H. CROSS.

Boston, Massachusetts, U.S.A.

## Running-in

Throttle Restriction as a Precaution

[65641].—Mr. Norman Drummond [65579] draws attention to the way in which cars may be mishandled on delivery. I believe that at least one manufacturer ensures proper running-in of his products by mechanically restricting throttle movement, this restriction being removed by the garage carrying out the 500-mile check-up.

I cannot imagine that the necessary modification could cost more than a few pence, and, therefore, if I have not overlooked any major objections, I would like to put in a plea for wide adoption of this practice.

D. L. COLLINGWOOD.

Kingsdon, Somerset.

[The reminder is worth while that a small throttle opening is not necessarily a safeguard, a slogging engine being still possible.—Ed.]

## Calling Invictas

Proposed Clubs and Spares Requisites

[65642].—I should like to get in touch with other Invicta owners (4½, 3 and 1½ litres) with a view to forming an Invicta Club and spares register. I have already been in touch with a number of owners who are very keen to form a club, but we feel that there must be many others who would like to join.

If owners are interested, will they please write to me giving details of car.

G. G. BASTER.

1-5, Maxwell Road,  
Bournemouth, Hampshire.



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# "The Autocar" READERS' SERVICE

## Tuning Up

Without wishing to impair the reliability of my 1940 Standard Twelve, I should like to improve the performance. I do not wish to spend a great deal of money and I would like to know whether I could reasonably increase the compression ratio, and whether a new Solex carburettor would make an improvement.

H. A. M.

Manchester, 13.

YOU should have no difficulty in improving the performance of this engine, now that there are available better fuels than when the engine was designed. It should be safe to raise the compression ratio, and it is suggested that about 0.060in should be regarded as the maximum amount to be planed off the head.

Raising the compression ratio will provide a faster getaway, and, if a higher maximum speed is also desired, you should experiment with an increased size of choke tube. Replacing the standard 24 mm with a 26 mm, and altering the main jet from 120 to 135 or 140, should help considerably, but it will certainly pay you to carry out these modifications on a new carburettor. The latest type Solex can be obtained with this high performance setting incorporated.

## Air Lock

I have covered 1,000 miles in my 1937 Twelve saloon since I fitted special oil control rings. I now have trouble from boiling and thought at first that the rings might be responsible. These are the symptoms: the water boils after about 40 miles and I then put in another gallon and have no further trouble whatever mileage is covered. However, when I take the car out next day the trouble happens again. The engine is in a satisfactory state of tune and none of the hoses, and so on, is blocked.

A. B.

Shoreham-by-Sea, Sussex.

WHEN the car is standing an air lock may occur in the cooling system which prevents the proper water circulation. Topping up the radiator with the engine running would overcome this difficulty; you should, therefore, check that correct hoses are fitted, as non-standard connections may cause the trouble. We suggest also that you check the water pump and thermostat unit, if one is fitted to your car.

## Upper Cylinder Lubrication

I have devised a system which I am satisfied is quite safe and effective for feeding oil into the induction manifold when starting from cold. I intend to use the device for about the first mile after starting up, but I cannot make up my mind whether or not to fit a two-way cock allowing the entry of extra air instead of oil after initial use; or an on-off cock which would simply turn off the oil supply when it was no longer required. If I fit a two-way cock, would it give improved m.p.g. without any harm being done?

J. W. S.

Bournemouth.

A SMALL quantity of additional lubricant can be introduced through the induction manifold during the warming-up period, but it should be realized that

the additional lubricant is required to offset the dilution caused by the rich mixture used when starting the engine; therefore, when the engine is warm and the mixture is normal the intake should be completely shut off. We do not recommend fitting a two-way cock to permit the entry of extra air as this may cause trouble such as burnt exhaust valves because of the temperature rise brought about by the weak mixture.

## Steamers

I have often heard of the Stanley steam car and I recently read about a hill-climb in America, last held in 1909, in which one of these cars took part. Apparently it put up the fastest performance and could do over 100 m.p.h., but my colleagues consider that this is nonsense. Could you tell me when the Stanley was made and any other points of interest about the car?

C. W. B.

Chatham.

AMERICAN in origin, the Stanley steam car was in production from about 1896 to the outbreak of the first world war. A few examples were made in the 1920s, but it was not at that time in regular production.

In 1906, F. Marriott captured the world's land speed record with a Stanley at a speed of 127.57 m.p.h. This, naturally, was a special car; production examples of around 1910 had a comfortable maximum speed of between 60 and 70 m.p.h. There are still several of these cars running in this country, one of which has appeared frequently in competitions for Vintage and Edwardian cars during the last two or three years.

## Insurance

I have a sports car and I cannot find an insurance company prepared to include cover for passengers. Do you know a company I could approach on this matter?

Glasgow, W.3.

R. F. M.

WHEN faced with an insurance problem of this sort you should go to see an insurance broker. A broker would probably have no difficulty in placing the risk for you and would also be able to obtain the most advantageous terms possible.

## Header Tank Collapse

I have a pre-war Hillman Minx that does not have a water pump, but there is a small valve in the header tank which sets up a few lb per sq in pressure. The trouble I experience occurs when the car is stationary. The water cools and creates a vacuum which causes the tank to collapse, as no air can be drawn in through the valve. This collapse has so far distorted only the top of the tank, but I am afraid that some permanent damage may be done. I have temporarily removed the valve but as I intend to take my car to the Continent during the summer I do not want to interfere with the cooling system permanently.

P. G.

Manchester.

INSIDE the main pressure relief valve there is also a spring-loaded ball working in the opposite direction to the main pressure relief valve, and as the engine

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1

Queries should not be submitted which are the normal business of manufacturers' service departments

cools this device allows air to enter the radiator, thus preventing a vacuum from being formed. It is possible that this spring-loaded inner ball has become corroded and is not functioning properly, though it is difficult to understand why the radiator header tank should tend to collapse; one would expect the hoses to collapse first. You can obtain a replacement blow-off valve unit which has a rubber mushroom in place of the inner ball.

## Lagonda Suspension

Re-reading the article which you published on December 11, 1953, on the 3-litre Lagonda I see that the inner bearings of the front of the suspension wishbones are set at differing angles from the longitudinal axis of the car. The effect, as I see it, is to lessen the self-centring action of the front wheels at all positions above or below the static laden position. Will you tell me why this is considered desirable?

Milford Haven,

T. A. A.

Pembrokeshire.

THIS suspension is arranged so that the lower wishbones trail at an angle of 15 deg, and the upper wishbones lead at a similar angle. The effect of this is to increase the castor angle when the suspension is on either bump or rebound; consequently, the self-centring action will be increased and not reduced.

## Carburettor Construction

I have recently purchased a popular car fitted with an inclined S.U. carburettor. Attached to the brass cap is a small metal rod which appears to hold down the piston. I should be glad if you would explain its purpose.

S. D.

Leeds.

THE small rod attached to the inside of the brass cap on this S.U. carburettor is part of the damping mechanism that prevents the main piston from fluttering. It does not hold down the piston but merely prevents it from vibrating.

## Veteran Qualifications

I am thinking about buying a veteran car and subsequently entering for veteran events such as the Brighton Run. Can you tell me how old a car has to be to qualify?

R. G. G.

Sheffield.

CARS entered in the Veteran Car Club run to Brighton must have been made on or before December 31, 1904.



# Ferodo First

Ferodo Limited use race meetings such as Silverstone as the final and most ruthless test of their anti-fade brake linings. Be safer for longer by asking for Ferodo when your brakes need relining.

## INTERNATIONAL 'DAILY EXPRESS' TROPHY MEETING

### INTERNATIONAL TROPHY RACE

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2nd G. ABECASSIS H.W.M.

### 500 c.c. RACE

**1st S. Moss COOPER**

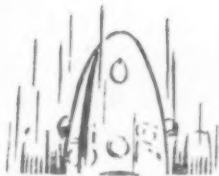
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2nd L. LESTON COOPER 3rd J. RUSSELL COOPER

(Results subject to official confirmation)

# FERODO

## ANTI-FADE BRAKE LININGS





# Why be content with half-time protection?

## MARFAK has no equal as a full-time chassis lubricant

IS your car only getting *half-time* protection at vital chassis bearings? The answer's in these pictures—each a simple test to show how Marfak compares with ordinary chassis grease. Each test is typical of the normal hazards that beset a chassis grease from road shock and water splash.

Your margin of greater protection with Marfak is enormous! No other grease has its adhesive and cohesive qualities. Marfak clings to metal, stays stubbornly in bearings—forms a *protective collar* which seals itself in and seals out dirt, grit and water. Marfak lasts longer and will “stay put” from one greasing to the next. It

resists wheel-wash—and won't wash away whatever the weather. It has a higher melting point than other greases and gives added protection when cars are used abroad in hot climates. Marfak ‘cushions’ the load. Your car keeps its ‘cushiony’ feeling longer. All in all, with Marfak your car gets better chassis lubrication and surer, *full-time* protection. You'll *feel* the difference in riding comfort—and you'll *find* a difference in lower maintenance costs!

### *These tests prove what car-owners find in practice*

#### HAMMER TEST

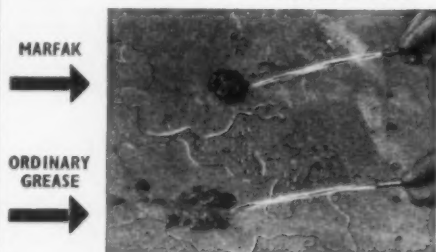


◆ Hit a blob of Marfak—as hard as you can—with a hammer. It stays put, doesn't splatter! That's why Marfak cushions chassis bearings, gives extra protection. No road jolt or jar will dislodge Marfak or squeeze it out. Marfak stays on the job from one service to the next.



◆ Try the hammer test on ordinary grease. Note how it flies in all directions. Think of the repeated shocks your chassis gets every motoring mile. No wonder that in shorter time than you ever thought possible ordinary grease can be dispersed, leaving vital bearings unprotected.

#### WATER TEST



Put a blob of ordinary grease on a metal plate and put a hose on it. The grease will be washed away. Do the same with a blob of Marfak and you will find it will “stay put”. That's why Marfak resists wheel-wash, maintains a sure seal against dirt and water.

#### ADHESION TEST

See how Marfak clings tenaciously to metal. You have to pull hard to get the hammer head away! No ordinary chassis grease has adhesive and cohesive qualities to match those of Marfak.



GIVE YOUR CAR THAT ‘CUSHIONY’ FEELING WITH

# MARFAK Chassis Lubrification



ASK FOR MARFAK AT YOUR REGENT DEALER





(Above) The engine of the new 2-litre Vanwall Special, which appeared for the first time in competition at Silverstone last Saturday. It is a water-cooled four-cylinder unit, the internal dimensions of which are modelled on those of the famous racing Norton motor cycle unit. There are, however, two plugs per cylinder, two Scintilla magnetos being placed laterally in front of the cylinder block. Carburation is by four Amal motor cycle instruments. (Right) The entrant and sponsor, G. A. Vandervell, watches its preparation for the race.



## THE SPORT . . . . . By J. A. Cooper

### SILVERSTONE ● FORMULA 1 PROSPECTS ● MERCEDES TESTS

**I**N spite of the fact that Silverstone must be one of the coldest places in the country in weather conditions such as obtained last Saturday, the meeting was excellent and enjoyable in every way, and the B.R.D.C. (for the race organization) and the *Daily Express* (for all other matters) deserve every praise for the smooth and efficient running of the event. I particularly liked the human touch evident in the presentation on practice day of a suitable quantity of wine to each of the Continental teams (mechanics, for the use of)—truly Continental gesture!

In spite of the fact that none of the races ended in a close struggle for first place, they were all full of interest and many individual scraps. Gonzalez was certainly on form; he drove very well indeed, and has now become a far smoother driver than he was a year or two ago. Now he gives the impression of driving with his head as well as his right foot and two arms, and on his present form will be a serious contender for world championship honours this year. Behra is another vastly improved driver (and the Gordinis are going very well), while Moss is obviously getting the hang of his new Maserati very quickly, and there is already no question but that he can handle it to something very close to its best advantage.

He was, of course, most unlucky that the breakage of the de Dion tube, which could not have been foreseen, robbed him of an almost certain second place. Maseratis will have to do some-

thing about that component of their new cars, for Marimon had the same thing happen to him during the Pau G.P. and, I believe, one also broke at Syracuse, although on that occasion a collision with a wall did provide some excuse for the occurrence.

The big sports Ferrari also went to some tune, in the sports car race, and many people shook their heads meditatively and muttered something about Le Mans—but 24 hours is a very long time, and it must be remembered that none of the three cars of this type finished in the Mille Miglia. The new Lagonda has yet to show its best form; it was overgeared for the circuit, and is still suffering from a teething trouble in the shape of surge of the fuel in the float chambers on corners. Well, it was a very interesting meeting in many respects—and now for the next item.



**T**HE prospects for formula 1 racing in the near future are increasingly open, and anything can happen. Ferrari is still developing his short-chassis car (which ran at Silverstone), but the fact that it is by no means really right yet is evidenced by Gonzalez' practice lap in one of the older cars one clear second faster than his best effort in the new one. Maserati now have a good car which is by no means fully developed. Whether Gordini can extract much more from his present design is perhaps doubtful; but there are rumours of something new from that quarter. Lancia are now just about ready to race their new G.P. car, and it seems probable that its debut will

be made in the Belgian G.P. on June 20. Mercedes are still very cagey about their plans; but some news has leaked out as a result of a crash during their tests on the Hockenheim Ring on Wednesday of last week.

It seems that Hans Hermann, the promising young German driver, was testing a new Mercedes G.P. car round the Ring when an oil pipe broke, swamping his legs with hot oil. He was unable to use the brake pedal, and took the escape road at a corner; unfortunately the escape road led into the town, and to avoid two small girls on bicycles he had to crash into the corner of a house. Hermann was taken to hospital with burns on the legs and a bruised chest, but was not seriously hurt; the car was damaged and quickly removed by the mechanics, and I have not yet been able to discover whether or not it was the fully streamlined version illustrated in these columns some time ago. Perhaps the new Mercedes will be seen in action at Rheims, in the French G.P. on July 4.

And from this country? The new Connaught, which may be fully streamlined and will use the new 2½-litre Alta engine; the new Kieft formula 1 car, at present awaiting the successful completion of the test programme for the Coventry Climax V-eight engine; the H.W.M., which so far has not shown what it can do; and, it is to be hoped, a 2½-litre version of the very promising Vanwall Special—but probably not yet.

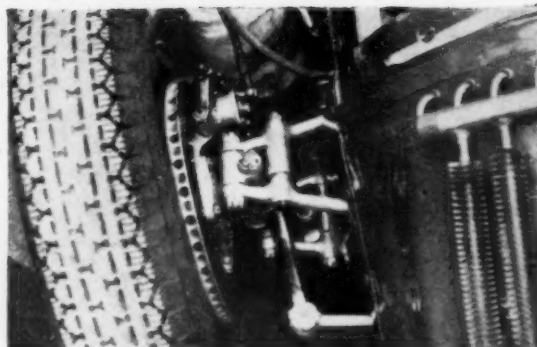


**L**AST week, in referring to the forthcoming M.A.C. Shelsley Walsh hill climb on June 20, an erroneous statement appeared in this feature to the



## THE SPORT continued

Vanwall front suspension, by Ferrari. Note also the drilled brake disc, and the gilled-tube external radiator.



effect that the same meeting last year had to be cancelled for lack of entries. This was, of course, not so; last year's June Shelsley was very well supported, and it was the April meeting in 1952 which suffered the above misfortune. How time does run on!

THE circuit at Aintree was formally inspected by the R.A.C. last Sunday, and duly approved for the purposes of the big meeting a week tomorrow. This should be very good, and many well-known drivers and cars will be seen in action in the North of England for the first time.

THE prospects for the Tourist Trophy race, scheduled for September 11, are still not at all clear. The Ulster A.C. is not yet in a position to guarantee the necessary finance to enable the race to be staged once again on the Dundrod circuit, and a special general meeting of the club is being convened for next Tuesday to ask

the 840 members whether or not they would be prepared to guarantee the club against any loss on the race. It is impossible to envisage that the race could be run at anything but a loss at Dundrod, in view of the virtual impossibility of collecting a large amount of gate money from the spectators; the club council estimates that the promotion of the race will cost in the region of £12,000, and if the weather is bad there might well be a loss of about £3,000.

Presumably the estimates are based largely on the figures applying to last year's race. In my view, the available finance for that occasion must have been severely stretched; if a genuine full international entry is to be attracted to the 1954 race, a very large sum indeed must be set aside for starting and prize money to make the prospect sufficiently attractive—perhaps a total of around £10,000. This must be borne in mind, not only by the Ulster A.C., but also by the R.A.C. as the body responsible for the race and the decision at which venue, if any, it is to be held.

Possible alternative circuits on which it could be run include Aintree and Oulton Park. The latter is, perhaps, rather a short circuit for the purpose (even with

the proposed additional extension), but has the advantage of being a genuine road course in keeping with the traditions of the race; the financial side of the affair, however, must inevitably prove a major factor in the final decision.

IMMEDIATELY following upon the successful trial of the new Jaguar round the Le Mans circuit (reported last week), the Lancia concern announced in Turin that they would not be sufficiently prepared to run their three cars in the forthcoming 24-hour race. This may, of course, just be coincidence. Lancia hope to run one car, purely experimentally, and the drivers will be Castellotti and Manzon. The defection of the other two, following upon the withdrawal of the entire Mercedes team, is a great pity; but there is still plenty of competition left in the race, and there are sufficient nominated reserves to ensure the full complement of 60 starters.

THIS weekend is again busy, with the Lancashire A.C. Morecambe National Rally as the principal event. This has attracted an entry of 221 cars; there are road sections today and tomorrow, together with a selection of driving tests to be held on the West Promenade at Morecambe this evening and tomorrow. Also this weekend come the M.C.C. Commemoration Run to Edinburgh (not to be confused with the Edinburgh Rally proper), which celebrates the 50th anniversary of the original run, the Maidstone and Mid-Kent M.C. Silverstone race meeting, the London M.C. Goodwood Sprint meeting and the Herts County A. and A.C. Westbrook Hay hill climb.

## CLUB NEWS

**United Hospitals and U.L.M.C.**—The provisional results of the "Yoo Hoo" Rally and Driving Tests held on May 9 are as follows:

1. Silverstone Healey (D. Llewellyn Rees); 2. Frazer Nash-B.M.W. (J. B. Morley); 3. Bentley (P. A. Sheffers); 4. Zephyr Zodiac (E. K. Lawrence); 5. Frazer-Nash (M. Burn); 6. Daimler (J. R. Waller).

**Morecambe C.C.**—The club's first Autocross will be held on Sunday, June 20, at Clawthorpe Hall Farm, Burton, Westmorland. The course is 600 yards long and includes two hairpin bends. The surface is smooth, the field being used for football during the winter. Regulations from A. R. Eastwood, 71, Euston Road, Morecambe, Lancashire.

**Sunbac.**—Regulations are available for the Sporting Double Half Day to be held on May 30. The meeting will consist of a series of tests similar to those commonly included in trials and rallies. Entries close on Monday, May 24, at noon. Particulars from J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield, Warwickshire.

**V.S.C.C.**—The South-Eastern Section held its Spring Rally to Brighton on Saturday, May 8. The club's temerity in selecting a venue which has frequently greeted members with the worst possible weather during the annual R.A.C. Commemoration runs was handsomely rewarded with perfect weather throughout.

There were 71 entries and 53 cars duly checked in at Brighton from all parts of England. They ranged in character from the humble forecar to the stately Rolls-Royces, amongst which S. E. Sears' 1905 four-cylinder T.T. car and W. F. Watson's magnificent Alpine Eagle model of 1914 were noteworthy. There were some particularly beautiful Panhard Levassors, including J. G. Hampton's

## COMING SHORTLY

- MAY 21-22.**—M.C.C. Edinburgh Commemoration Run, G.P.O., St. Martin's-le-Grand, London, E.C.1, 8 p.m.
- 21-23.**—Lancashire A.C. Morecambe National Rally, starting from Shentone, Glasgow, Leeds, Bristol, Manchester, Morecambe, Luton and Preston.
- 22.**—Maidstone and Mid-Kent M.C. Race meeting, Silverstone, Northamptonshire.
- 22.**—London M.C. Sprint meeting, Goodwood, near Chichester, Sussex, 12.30 p.m.
- 22.**—B.A.R.C. (Yorkshire Centre), Scarborough Rally, White Hart Hotel, Pool-in-Wharfedale, and Marine Drive, Scarborough, Yorkshire, 1 p.m.
- 22.**—Herts County A. and A.C. Hill-climb, Westbrook Hay, near Hemel Hempstead, Hertfordshire.
- 22.**—Veteran C.C. (N.W. Section), Southport Rally and Run, Lower Promenade, Southport, Lancashire, 11.30 a.m.
- 22.**—Circle C.C. Rally, Granada Cinema car park, Harrow, Middlesex, 2 p.m.
- 22-23.**—Dieppe Rally, France.
- 23.**—Spa race meeting, Belgium.
- 23.**—Hedemora race meeting, Sweden.
- 23.**—Nurburgring race meeting, Germany.
- 23.**—Bari G.P., Italy.
- 23.**—Coupe des Dames, Como, Italy.
- 23.**—B.A.R.C. (Yorkshire Centre), Wilson Trophy Trial, Horseshoe Inn, Levisham, near Pickering, Yorkshire, 1.30 p.m.
- 23.**—Cheltenham M.C. Speed trials, Staverton Airfield, near Cheltenham, Gloucestershire, 1.30 p.m.
- 23.**—Morgan 4-4 Club, Navigational road rally, Moreton-in-Marsh, Gloucestershire, 10.30 a.m.
- 23.**—Newcastle and District M.C. Driving tests, R.A.F. Station, Longbenton, New-

- castle-upon-Tyne, Northumberland, 2.30 p.m.
- 23.**—Per Ardua M.C. Driving tests, Slough, Buckinghamshire.
- 29.**—B.A.R.C. Race meeting, Aintree, near Liverpool, Lancashire, 11.30 a.m.
- 29.**—Eight Clubs, Race meeting, Silverstone, Northamptonshire, 11.30 a.m.
- 29.**—Allard O.C. Sprint meeting, Goodwood, near Chichester, Sussex.
- 29.**—Westmorland M.C. Hill-climb, Barbon Manor, near Kirkby Lonsdale, Westmorland.
- 29-30.**—Bol d'Or race, France.
- 29-30.**—Eastern Counties M.C. Felixstowe Rally, starting from Chelmsford, Newmarket and King's Lynn, 3 p.m.
- 29-30.**—Grimby M.C. Poacher Rally, starting from the Paragon Motor Co., Ltd., New York Road, Leeds, and Gainsborough Motor Co., Gainsborough, Lincolnshire, 6 p.m.
- 30.**—Chiusaforte-Sella Nevea hill-climb, Italy.
- 30.**—M.G. Car Club (N.W. Centre), Driving tests, Ringway Airport, Manchester, 2.30 p.m.
- 30.**—Exmoor M.C. One-day rally, starting from Walford Cross, Minehead and North Molton.
- 30.**—North London Enthusiasts' C.C. Members' meeting, Whelpley Hill, Chesham, Buckinghamshire, 11.30 a.m.
- 30.**—Morecambe C.C. Hill-climb, Warton, Lancashire.
- 30.**—Brent Vale M.C. Road safety tests, Lyons factory, Oldfield Lane, Greenford, Middlesex.
- 30.**—Old Merchant Taylors' M.C. Nuts in May Rally, Durrants, Crossley Green, Hertfordshire, 11 a.m.
- 30.**—Bentley D.C. Cotswolds run, River Bridge, Stratford-on-Avon, Warwickshire, 11 a.m.
- 31.**—Indianapolis 500-mile race, U.S.A.





## INTERNATIONAL "DAILY EXPRESS" TROPHY MEETING

PRODUCTION TOURING CARSGENERAL CLASSIFICATION:**1st** IAN APPLEYARD JAGUAR**2nd** A. P. R. ROLT JAGUAR**3rd** STIRLING MOSS JAGUAR**MANUFACTURERS TEAM PRIZE—JAGUAR****4 OUT OF 5 CLASS WINNERS**SPORTS CARSGENERAL CLASSIFICATION:**2nd** G. ABECASSIS H.W.M.**3rd** P. D. C. WALKER JAGUAR**TEAM PRIZE — JAGUAR**

(ECURIE ECOSSE)

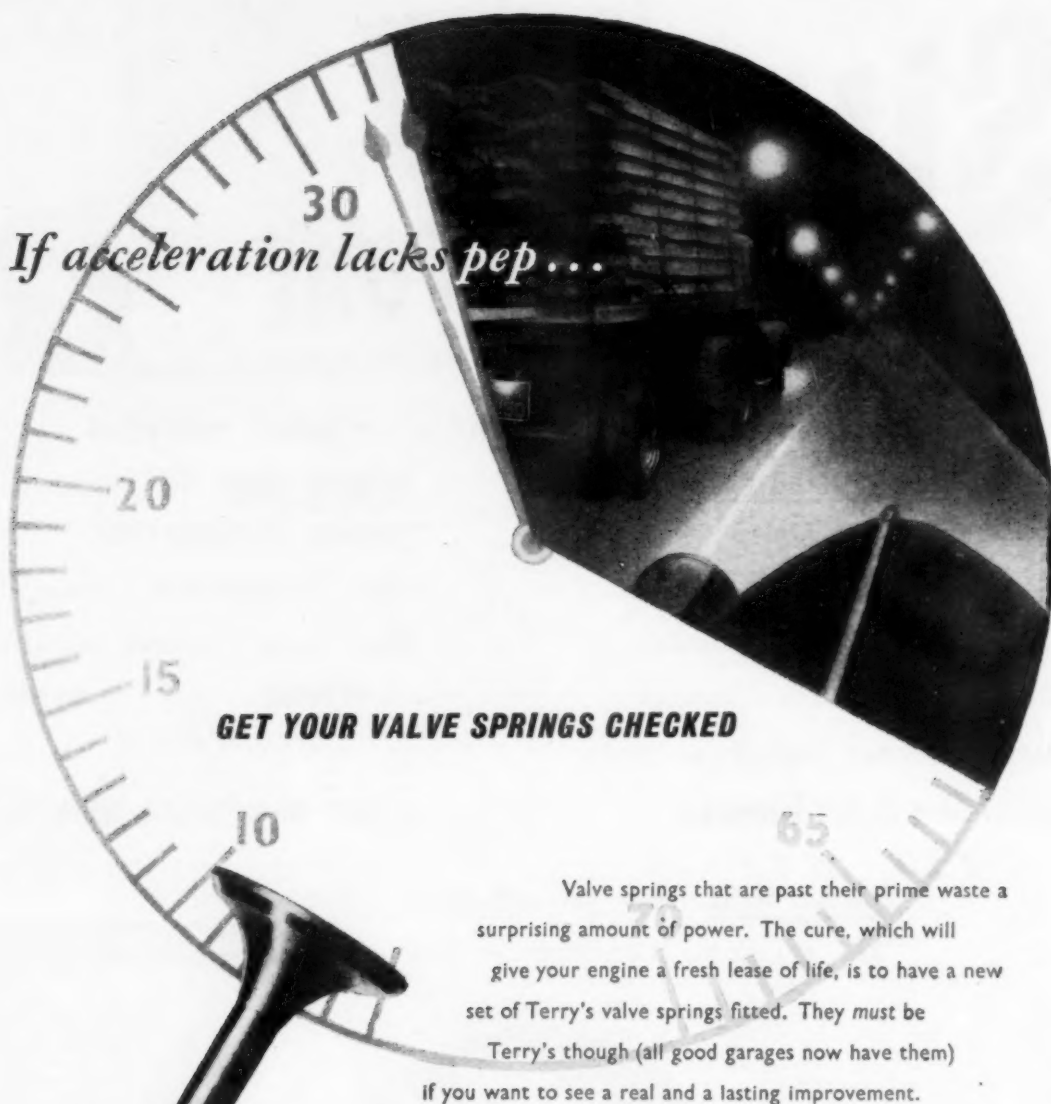
**2 OUT OF 4 CLASS WINNERS****500 c.c. RACE** **1st** STIRLING MOSS — COOPER**2nd** L. LESTON — COOPER**3rd** J. RUSSELL — COOPER

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*If acceleration lacks pep...*



**GET YOUR VALVE SPRINGS CHECKED**

Valve springs that are past their prime waste a surprising amount of power. The cure, which will give your engine a fresh lease of life, is to have a new set of Terry's valve springs fitted. They must be Terry's though (all good garages now have them) if you want to see a real and a lasting improvement.

refit with **TERRY'S**  
AERO QUALITY VALVE SPRINGS



**Terry's Magneto Spanners.**  
The 'Midget' 8-toothed spanner fits all sizes of ignition nuts and is also invaluable for general purposes. Includes .012 feeler gauge and small screwdriver. Blued finish. 1/6 each



**Terry's Battery Terminal Remover.**  
Strong, light, cadmium plated finish. When screwed down, the centre bolt exerts pressure on the post and pulls up the most obstinate terminal. 5/- each



**Terry's Ignition Tool.**  
A handy combined spanner and screwdriver to deal with points, coil and distributor nuts and screws. 1/6 each

Q54

HERBERT TERRY &amp; SONS LTD, REDDITCH, ENGLAND





Peter Collins crosses his arms in a quick correction of a tail slide as his Aston Martin DB3S leaves Stowe Corner in the sports car race at Silverstone last Saturday.

## CLUB NEWS... continued

1903 model which evoked especially favourable comment.

The rally was followed by a separate competition which took the form of a timed run through lovely country, 52 miles in length for the older cars, and 72 miles for those made after 1904. Some severe hills were included.

Competitors were sent off by the Mayor of Brighton and the Lady Mayoress and, although some were seen in trouble, most cars arrived back to time.

### PROVISIONAL RESULTS

**Rally.** Cars manufactured before 1905: 1, 1903 Panhard-Levassor (C. A. Oakden); 2, 1901 Panhard-Levassor (J. G. Shillan); 3, 1904 Phoenix Tricar (A. J. Raily). 1905 to 1914: 1, 1913 Calcutt (G. F. Rodkinson); 2, 1910 Leon Bollee (J. S. W. Simonds); 3, 1908 Rover (C. C. Tufnell).

**Timed Run.** Cars manufactured before 1901: 1899 Benz (N. R. Cole); 1901 to 1904: 1, 1903 Panhard-Levassor (C. A. Oakden); 2, 1905 Panhard-Levassor (J. G. Shillan); 3, 1904 Cadillac (H. E. Rowden). 1905 to 1914: 1, 1905 Ro.-Royce (S. E. Sears); 2 (tie), 1908 De Dion Bouton (W. J. Harvett); 1908 Mercedes (W. A. L. Cook) and 1908 Rover (C. C. Tufnell). 1915 to 1916: 1 (tie), 1914 Darracq (C. H. Smith); 1914 Ford (Mrs. F. E. Davis) and 1914 Perry (S. J. Humphries).

**Singer O.C.**—In very bad weather conditions the club ran its second annual driving test meeting at Bovingdon Aerodrome, in Hertfordshire, on Sunday, May 2. Last year's victor, the south-eastern centre of the M.G. club, lost the Challenge Trophy to the Morgan Four-four club. The victorious Morgan drivers were H. Denton, A. Yarranton, B. Phipps and J. McDonagh. The Sporting O.D.C. provided the best mixed team consisting of J. Dunham (Austin), J. Nott (Sunbeam-Talbot), M. Bretell (Ford) and S. Bennett (Morris Minor). J. McDonagh in his Morgan Plus-four put up the best individual performance.

**Windsor C.C.**—The new general secretary is John Bridgewater, The Plateau, Warfield Park, Bracknell, Berkshire. On April 25 the fourth annual spring "gen hunt" attracted over 90 members and friends and was won by the Standard Vanguard of L. D. Clifton.

**Shenstone and District C.C.**—The evening rally (instead of the trial of previous years) attracted 27 entries. The event lasted only 2½ hours, but it was a very full programme with driving tests and navigation to contend with.

The best performer and winner of the Lawrence Trophy was L. M. Austin in a Ford Zephyr. The Austin-Healey of J. Decey won the open car class.

**North Devon M.C.**—Provisional results for the Ilfracombe rally, held on May 8 and 9, are as follows:—

**Outright winner:** Morgan (H. Denton). **Best in opposite class:** Sunbeam-Talbot (R. Davis). **Runner-up (open):** Morgan (J. T. Spare). **Runner-up (closed):** Ford Anglia (S. White). Class winners included G. H. Dear, B. Phipps, G. W. Best, R. J. Harris and K. D. Evans.

**Midlands M.E.C.**—The Silverstone meeting will take place as arranged on Saturday, June 5. The usual sports and racing classes are catered for in addition to *formule libre*,

formula 2, and the 1,172 c.c. Ford Ten formula. Invited clubs are the Half-litre, Nottingham, Bugatti, Vintage, 750 and Sheffield and Hallamshire. Details are available from L. Hill, 8, Skelcher Road, Shirley, Birmingham.

**Vintage S.C.C.**—Regulations are now available for the Silverstone race meeting on June 19. Invited clubs include the B.R.D.C., B.O.C., Nottingham S.C.C., and the West Hants and Dorset C.C. The main event will be the 100 kilometres race for the Richard Seaman Memorial Trophies, which is open to historic and vintage racing cars (which now includes any racing car manufactured before December 31, 1939). All starters in this race will be assisted with their expenses.

**M.C.C.**—The results of the Land's End Trial, held on April 16 and 17, have now been announced.

**First-class Awards:** Dellow 1,172 s (E. D. Scobey); Morgan Plus Four 2,068 (E. P. Huxham); A.P.S. 1,172 (S. D. Guttridge); Dellow 1,172 (C. R. Parsons); Dellow 1,172 (Mrs. N. Parsons); Dellow 1,172 s (G. S. Edwards); B.M.W. 1,172 (J. B. Banbury); Ford Spl 1,172 (W. G. A. Penhale); M.G. TC 1,250 (L. J. Sandercock); M.G. 1,208 (I. D. L. Lewis); Austin Spl 1,172 (M. Pollard); H.R.G. 1,496 (E. H. Denton); Riley Imp 1,069 (W. Ivey-Mollard); Dellow 1,172 (R. W. Woolaway); Dellow 1,172 (R. Willson); Morris 918 (I. J. Cruickshank); L.R.G. Ford 1,172 (L. R. Gears); L.R.G. Ford 1,172 (H. G. Ackland); L.R.G. Ford 1,172 (J. B. Oliver); Dellow 1,172 (J. T. Skinner); Dellow 1,172 (R. P. Barnard); Dellow 1,172 (J. Mantelli); Alvis 2,148 (B. H. Thompson); H.R.G. 1,496 (J. H. Leigh); Austin 600 (E. Williams); Dellow 1,172 (T. J. Threlfall); R. L. C. 1,172 (G. W. W. Pillingham); M.G. TF 1,250 (K. M. Law); Bucklerham; M.G. TC 1,250 (M. G. Wood); Morgan Plus Four 1,172 (D. H. C. Woolridge); Morgan Plus Four 1,991 (W. A. G. Goodall); Frazer-Nash 1,496 (R. E. Wright); G.W.s 3,600 (G. Wood); Dellow 1,172 (D. E. Read); Ford 1,172 (H. H. Alderton); Dellow 1,172 (L. W. Morris); Baylis Thomas 1,496 (W. J. Haward); Ford 1,172 (H. G. W. Kendrick); Dellow 1,172 (A. E. Cleghorn); Dellow 1,172 (E. G. Walsh); Dellow 1,172 (J. R. Templeton); L.R.G. 1,172 (W. E. Wonnacott); Tucker M.G. 1,467 (H. W. Tucker Peake); A.R.M. Spl 1,203 (E. G. Smith); Dellow 1,172 (D. P. Davis); Land Rover 1,997 (A. H. Baker).

**Second-class Awards:** Ford Spl 1,172 (R. H. Kirkland); Ford 1,172 (J. H. Pool); M.G. TD 1,250 (J. Shewell Cooper); Ford 1,172 (J. S. Bacon); H.R.G. 1,496 (P. Allott); Frazer-Nash 1,496 (D. J. Parsons); M.G. TF 1,250 (W. B. Hercock); M.G. TC 1,250 (R. Hough); Morgan 2,068 (P. H. G. Morgan); Austin Grasshopper 747 (R. J. R. Morrey); Dellow 1,172 s (W. P. Mead); Morris 918 (K. B. Shaw); Frazer-Nash 1,496 (P. Barker); Vauxhall 1,484 s (C. F. Crossby); Scarlet Runner 1,172 (Mrs. D. Tucker Peake); Jaguar XK120 5,442 (Earl of Northesk); M.G. TC 1,250 (M. J. Lawrence); M.G. TC 1,250 (Miss J. A. Ritchie); Renault 748 (V. C. Faber); Lea-Francis 1,496 (A. L. S. Denyer); Standard 2,068 (W. M. Renwick); Standard 2,068 (P. W. S. White).

**Third-class Awards:** Ford 1,172 (J. A. H. Hughes); Standard 2,068 (A. C. Grant); Austin 900 (R. E. Day); Ford Spl 1,172 (J. M. Stevens); Renault 748 (J. S. Rogers); M.G. 1,292 (J. Featherstone); Triumph Spl 2,199 (S. P. Briginshaw); M.G. 1,250 (C. M. Davis); Vauxhall 2,275 (L. G. Nichols); Austin 900 (A. Williams); Aero Mix 1,184 s (D. Underwood); M.G. 1,250 (E. Manaton); Ford Spl 1,172 (L. G. Bennett); Singer 1,497 (W. C. Johnson); Morgan 2,068 (I. A. Elkington); Ford 1,172 (G. E. Spears); Austin 1,172 (P. P. P. Singer); Singer 1,074 (J. L. Horrell); M.G. TD 1,250 s (C. M. Kemp); Dellow 1,172 s (R. M. Barford); Standard 2,068 (W. A. Halsbury); Singer 1,498 (A. C. Roselli); Ford 1,172 (G. C. Turner); Ford 1,172 (J. R. Whalley); M.G. TA 1,292 (J. J. Palmes); Morgan 2,068 (J. Ahern); Austin 900 (P. E. Gibson); Pines 1,250 (M. F. Battick); Morgan Plus Four 2,068 (E. W. James); H.R.G. 1,495 (A. G. Norgard); Morgan Plus Four 2,068 (P. Norgard); Austin 1,200 (R. D. Paine).

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## IN BRIEF

Mobilgas petrol and Mobiloil were used in the Lancia with which Ascari won the Mille Miglia.

At the recent annual general meeting of the Aluminium Development Association, Mr. R. T. Priestman, managing director of T. J. Priestman, Ltd., was elected president.

Ford service weeks will be held by J. J. Tait, Ltd., Hemsworth, Yorkshire, from June 14 to 19 and by the Bedfordshire Autocar Co., Ltd., Bedford, from June 28 to July 3.

A group trading balance of £15,488,545 has been announced for last year by the Dunlop Tyre and Rubber Co., Ltd. This compared with £13,060,412 for 1952. The available net profit was £4,953,986, less tax, compared with £3,497,825 previously.

Mr. Kenneth Horne, sales director of the Triplex Safety Glass Co., Ltd., has been appointed a director of the newly formed British Industries Fair, Ltd. The new company has been formed to take over the organization and management of the B.I.F. from 1955 onwards.

A new district office and warehouse has been opened by the Firestone Tyre and Rubber Co., Ltd. at Station Road, Fforestfach, Swansea. The office manager is Mr. P. J. Greening and the branch will be under the overall control of Mr. W. W. Peden, the Firestone district manager in Cardiff.

Sir George Kenning, chairman and managing director of Kennings, Ltd., recently presented an Austin A.40 van to the Women's Voluntary Service, which will be used primarily for their "meals on wheels" service for old people. The gift was received by Mrs. Colchester Wemyss, centre organizer of the W.V.S. for Chesterfield.

An enlarged edition of the series of motor touring booklets produced by Shell-Mex and B.P., Ltd. has been issued. In all, 32 countries have so far been covered and copies dealing with European countries may be obtained without charge from the Touring Service, Shell-Mex House, Strand, London, W.C.2. Copies covering non-European countries will be available in July.

On medical advice Mr. J. R. Rix is ceasing all business activities and is retiring. Mr. Rix joined the Austin Motor Co., Ltd. in 1917 and became technical manager and chief designer in 1947. In 1953 he was appointed a local director, and became director in charge of research and development for the British Motor Corporation this year.

Nuffield service weeks will be held during June and July commencing on the following dates: June 14, Gilbert and Son, Ltd., Lincoln (Morris and Wolseley), and Lock and Stagg, Ltd., Ipswich, Suffolk (Morris); June 28, Berryman's Motors, Ltd., Redruth, Cornwall (Riley); July 12, Green's Garage (Thirsk), Ltd., Thirsk, Yorkshire (Morris), and Simpsons, Ltd., Barrow-in-Furness, Lancashire (Morris and M.G.); July 19, W. W. Webber, Ltd., Basingstoke, Hampshire (Morris and M.G.).

With immediate effect the price of radios fitted to all cars manufactured by the Ford Motor Co., Ltd., of Dagenham, is reduced from £34 to £30 2s 1d, inclusive of purchase tax. The export price (i.e., without purchase tax) is reduced from £24 to £21 5s.

Auction sales of motor vehicles are to be extended by the Measham Motor Sales Organization, Ltd. to London and the South of England by the use of the National Hall at Olympia. The first sales at this site will be on Wednesday and Thursday, May 26 and 27, commencing at noon.

A spring motor show was held recently in the showrooms of M.E.T. Garages, Ltd., 409, Kilburn High Road, London, N.W.6, to celebrate the appointment of the firm as Rootes Group dealers. The company has been known in connection with Ford products for very many years.

Mr. John H. Lord, a director of the Dunlop Tyre and Rubber Co., Ltd., has been made a director of the Dunlop Tyre and Rubber Corporation of Buffalo, U.S.A. Mr. Glenn H. Crawford, previously vice-president and comptroller, has been appointed president and treasurer of the Corporation in succession to Mr. Edward B. Germain, who has retired.

The Ickenham, Middlesex, works of Gregory's Sectional Buildings, Ltd., 278, High Street, Uxbridge, Middlesex, have suffered very severe damage from fire. As a result production has had to be seriously curtailed. Every endeavour is being made to complete existing orders, but new orders cannot be accepted at present. It was particularly unfortunate that the main building was originally a very fine tithe barn erected in 1348.

This month Gatehouse Motors, Ltd., 1, Hampstead Lane, Highgate Village, London, N.6, have been celebrating their twenty-first anniversary. The premises date back more than 500 years, but although their ancient character has been retained they have been fully equipped for their present purpose, and room is available for 25 cars. The company has developed steadily, and in 1949 a subsidiary company was formed in Durban, South Africa.

### Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16920. 1935 Type 852 Auburn.  
"M.W.H."—All possible information, maintenance details and a handbook for supercharged model.

No. 16921. Handbooks Required.  
"H.D.R."—1937 Series E Morris Eight workshop manual.

"G.W."—1948 Vauxhall Twelve.

"R.W."—1939 Wolseley Fourteen.

"D.S.S."—1934 9.53 h.p. Triumph Southern Cross.

"H.D."—1937 1½-litre Jaguar.

"L.S.S."—1938 1½-litre Riley Victor with overdrive and free-wheel.

"F.G.S."—1937 10.8 h.p. Triumph Gloria.

"P.S.M."—1936 PB-type M.G. Midget.

"J.A."—1936 Jowett Ten.

"K.R."—1933 J2-type M.G. Midget workshop manual.

"D.S.L."—1926 Austin Seven.

"E.J.K."—1938-39 Hillman Fourteen.

"A.D.B."—1937 18 h.p. Wolseley.

"G.W.L."—1938-39 Austin Ten.



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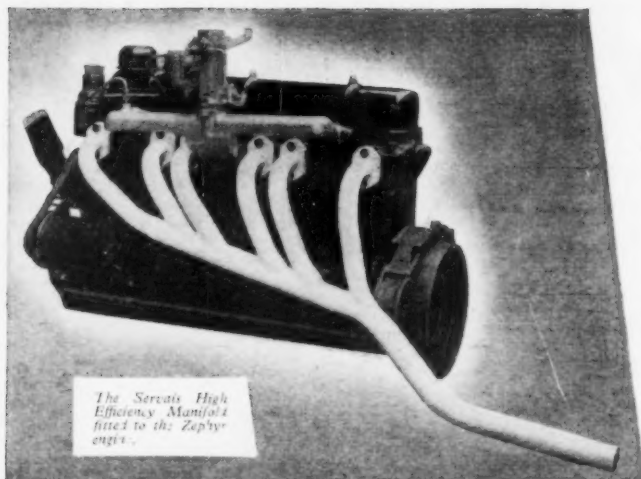
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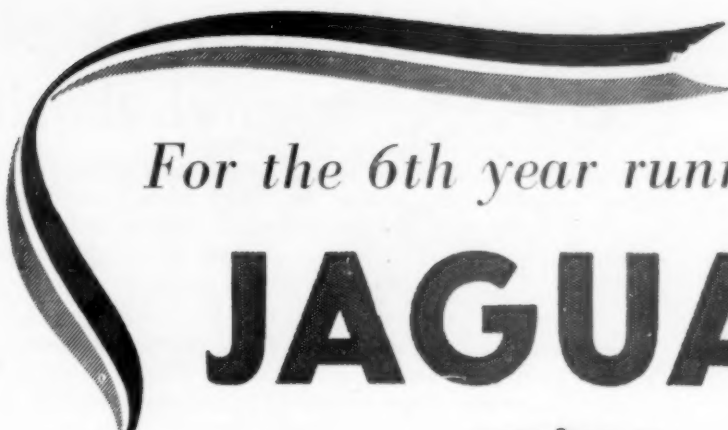
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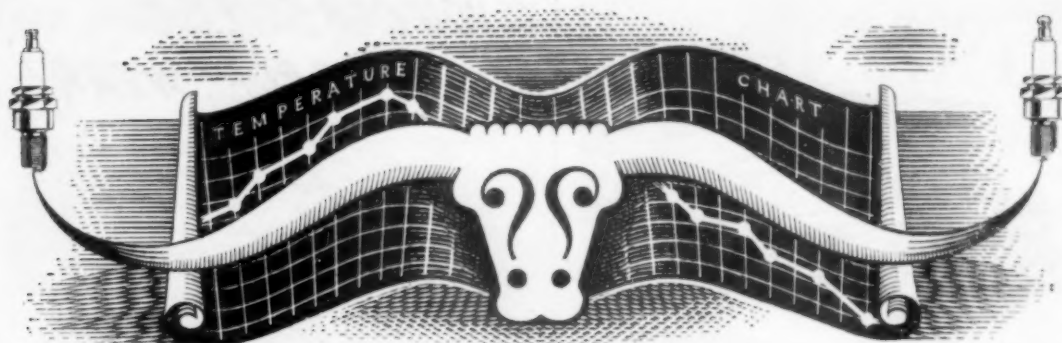
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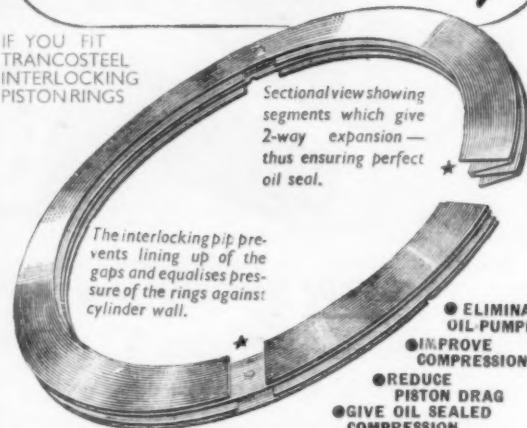
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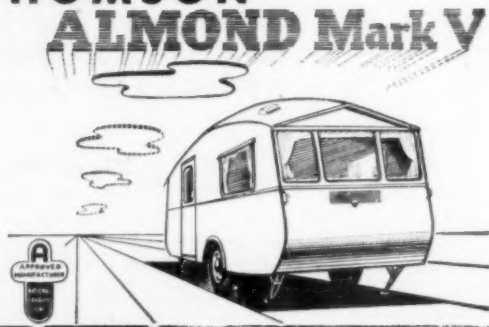
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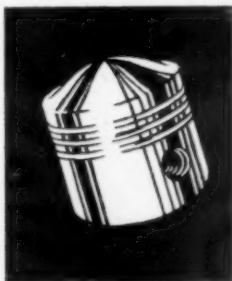
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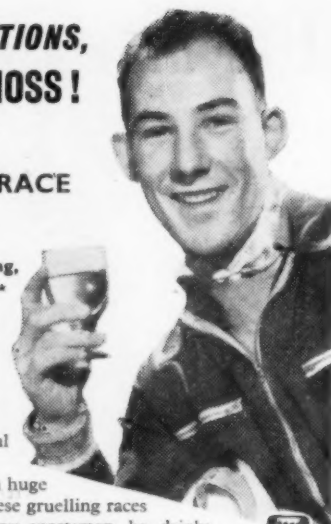
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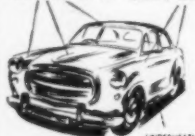
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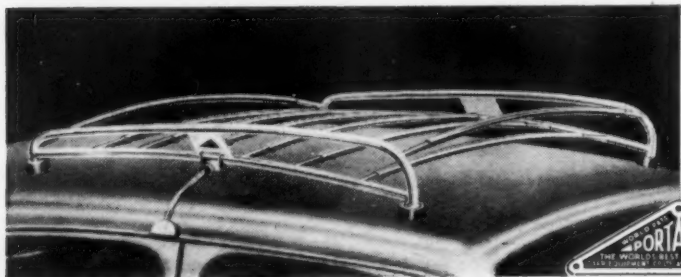
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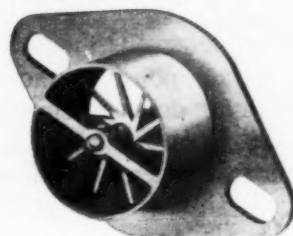
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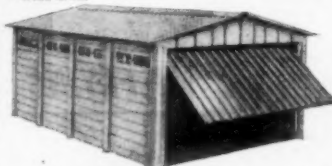
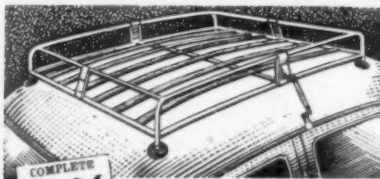


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1952 RILEY 2½ Saloon, heater	Grey	£995
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**1951** K2. Mercury engine, twin spares, extremely fast; £625

**1949** drop head coupe, Elco radio, one owner, coil springs; £343

**35** Kimmerton St., London, S.W.1. Sloane 5424. [C3045]

**DAGENHAM MOTORS**, Ltd., 8, Balderton St., W.1. Hyde Park 4070, offer the following car:—

**1953** Allard Zephyr Palm Beach 2-seater, blue, 100 miles only; £925. [C1066]

**395** gns.—Allard 1949 foursome drop head coupe, steering column gear change, radio, excellent condition; terms, exchanges.—Rowland Smith, below.

**325** gns.—Allard (November, 1949) sports 2-seater, sun metal, very good condition; choice of 5 Allards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1950** (Nov.) Allard 91P saloon, silver grey/grey leather, excellent condition; £450 o.n.o.—34, Ailsa Rd., St. Margarets, Middlesex. Popesgrove 3017. [C2075]

**ALLARD** drop head coupe, Mercury engine, Allard H.C. heads, all new tyres, column gear change, refined brakes, special carburettor, 19 mpg, exceptionally well maintained car, two owners; £375.—Johnson & Brown, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 6479 and 2322. [C2075]

**ALLARD Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**B. J. HUNTER, Ltd.**, offer:—

**FOR** immediate purchase of your Allard.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Gladstone 6305. [W2040]

**RICHARDS & CARR**, the best Allard buyers.—35, Kimmerton St., London, S.W.1. Sloane 5424. [W3045]

**PERFORMANCE CARS** urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

**ALVIS**  
**PERFORMANCE CARS**—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R]

### SALES & WANTS

Turn to page 100 for Advertisement Form

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### MOTORISTS!

ACCOMMODATION—HOTELS,  
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BUSINESS OR PLEASURE

See page 99

### ALVIS

L. F. WARD, Ltd.

**1938** Alvis 14 saloon, black and grey.

**L. F. WARD, Ltd.**, Grange Rd. Garage, Thornton Heath, Tel. Thornton Heath 3547, London office: Mayfair 0146. [C4045]

**ECONOMY CARS** have in stock:—

**1937** Alvis Speed 25 saloon, finished 2-tone green and black, carefully maintained from new, in extremely immaculate condition; our price £225 or £75 deposit, balance 18 months.—32/38, Cross St., Sale, Tel. Sale 4141. [2012]

**BROOKLANDS:** Alvis London distributors.

**NEW** Alvis 3-litre sports 2-seaters.

**1952** Alvis 3-litre saloon, small mileage.

**1951** Alvis 3-litre 4-door saloon, 1952 model.

**1951** Alvis 3-litre drop head coupe.

**ABOVE** cars guaranteed; deferred terms.

**CONFIDENCE**, solidity, security. Open 9 until 7.

**103** New Bond St., London, W.1. Mayfair 8351-5. [C1029]

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

**1949** Alvis foursome coupe, one owner, works reconditioned engine; £595.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Bursage Lane, Manchester, 19. Rus. 2874-5. [2591]

**£95**—Alvis 12 60 beetle back, fast, reliable.—95, Vincent Gdns., N.W.2. Tel. apt. Gla. 5476. [2607]

**OPEN** tourer, Speed 20, 1956, maintained by public corporation since new, superb order; 295 gns.—Framantle 1374 or write Baird, 149, Gloucester Rd., S.W.7. [2607]

**1951** 5-litre saloon, black with maroon upholstery, in immaculate condition, one very careful owner.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C4026]

**TANKARD & SMITH, Ltd.**, offer 1949 Alvis 14 d h coupe, grey/grey leather, very carefully maintained in excellent condition; £675; 3 months' written guarantee.—194/198, Kings Rd., Chelsea, London, S.W.3. Flaxman 4801. [C4026]

**ALVIS** Speed 20, 1955 tourer, excellent performance, cycle and standard works, spares include complete engine, must sell quickly, going abroad, offers:—Kelliber, June Cottage, Edingham Rd., Copthorne, Sussex, Tel. Copthorne 70. [2828]

**495** gns.—Alvis 14 (September, 1949) drop head coupe, leather, heater, very good condition; choice of 3 Alvis drop heads; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1940** Alvis 25 fitted with saloon body by Mayfair Carriage Co., finished in black with brown leather and having winding division; this car is ideal for the owner-driver who requires an occasional chauffeur-driven car, and must be seen and tried to be fully appreciated; £525.

**H. R. OWEN, Ltd.**, 17, Berkeley St., W.1. Tel. Mayfair 9060. [C3032]

**1937** Alvis Speed 25 sports saloon, late property of titled owner, this must surely be one of the finest examples of this model in existence and really has been maintained regardless of expense, finished in black with red wheels, the interior is in red hide with polished walnut facia and fittings; all chrome is excellent and the car is fitted with Lucas P100, twin spotlamps, twin Windstones, Andre tele controls etc., a genuine thoroughbred with exhilarating performance, astounding value at £545.

**HAROLD WEBB MOTORS**, Ltd. 765-767, Romford Rd., Manor Park, E.12. Tel. Hford 3151 2. [2809]

**ALVIS** 1938 specimen 4.3 saloon for sale, reputed to be the fastest in road trim in the country, 0-80 in under 20 secs, stored 6 years during war and property of managing director, enthusiastic motorist and engineer for last six years, maintained exclusively by Alvis Motors, dark blue and tan upholstery, 5 almost new tyres, corrected speedometer, 8% to 1 compression ratio, 70" overlap camshaft, polished ports, stilted valves, twin exhausts, lightened flywheel, rebored new crankshaft and all bearings, clutch, gearbox and back axle overhauled, special brakes and airscops, airbrakes, heater, radio, screen washers; £600.—Car now in makers' London Depot. Tel. Gerrards Cross 3877. [2067]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Alvis Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube). N.W.5. Ham. 6041.  
**B** J. HUNTER, Ltd., offer:—  
**F** OR immediate purchase of your Alvis.  
**B** N.W.2. Gladstone 6303. (W4018/R)  
**R** EQUIRED, good used Alvis.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. (W2000)  
**P** ERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 841. (W5041)  
**G** ATEHOUSE MOTORS are buyers of Alvis cars.—G. Gatehouse Motors, Ltd., Highgate Village, London. N.6. Tel. Mountview 4444. (W2021)  
**A** LVIS 4.5 s.c. 1939 model; Vanden Plas, close-coupled speed open sports, must stand vetting.—Woodward, Trocadero, Sea Rd., Boscombe, Hants. 12473

## Alvis Spares and Service

**S** ERVICE and spares for Alvis cars.  
**A** LVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alviscar, Gold, London.  
**A** ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. Grams: Alvis, Coventry. (S0291/R)

**C** HARLES FOLLETT Ltd., Alvis specialists.  
**S** HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

## SPARE PARTS.

**S** ERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. (0591/R)  
**K** INGSTON-ON-THAMES, Alvis agents and specialists.  
**G** W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin. (S4053/R)  
**M** ANCHESTER.—Alvis repairs and spares main agents.  
**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 4784-5. (G453/R)  
**L** ANCASHIRE and Cheshire sales, service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). (S0389/R)  
**R** EPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Primrose 2647. (0939)

## AMERICAN CARS

**J** DAVY, Ltd.  
**F** ORD Mercury saloon, 1948 series, new Canadian Mercury unit fitted 5,000 miles back, exceptionally well maintained; £545.  
**1951** vertible 2-pedal automatic transmission, power-operated hood, high output, radio, heater, twin for lights, screenwashers, linkers, white-wall tyres, this car is virtually a new car which has covered 16,000 miles, the body is finished in pale blue with beige leather and nylon upholstery; £1,175.—180, Kensington High St., W.8. Western 9641. (C1089)  
**A** TTENTION!!!  
**L** ARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 545, High Rd., Wembley. 8691.3903. (C4015/R)  
**C** ANADIAN Ford Super Luxe 1950, economical, right drive, new engine, radio, wipers, razor seats make bed, etc.; £445.—Tel. Tot. 8901. (2825)  
**J** OSE THOMPSON MOTORS, Ltd., offer a selection of late model American cars.—91-93, Fulham Rd., South Kensington. Tel. Kensington 4858. (C4028)  
**B** RITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars, enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2, Temple Bar 5580. (Adj. Leicester Sq. Tube Station). (C4015)  
**R** OSE & YOUNG, Ltd., offer: Oldsmobile Club sedan, Hydramatic drive, i.h.d., fitted radio, immaculate condition; £595.—65-69, Stierholm Ave., Streatham Hill, S.W.2. One minute Streatham Hill Station, Tube Hill 6464. (C5057)  
**C** USTOM Ford de luxe sedan, radio, heater, temperature control, spotlights, whitewall tyres, nylon covers, excellent condition throughout mechanically and bodily, moderate mileage; £645.—97, Lavender Hill, S.W.11. Bat. 4513. (2727)  
**C** HRYSLER Hydramatic fluid drive 8-cyl. 1947 (registered 1951) i.h.d. New Yorker power-operated drop head 6-seater coupe, air conditioner, push-button radio, one owner, a bargain, £565.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.5. Fri. 4441. (C4037)  
**8** -PASSANGER 1947 L.H.D. Packard Clipper Saloon, ideal continental touring, forward occasional, lavishly equipped, capacious boot, wonderful condition, black. £755. Alpe & Saunders, Ltd. Providence Court, North Audley Street, Mayfair-2941. (C1006)

## American Cars Wanted

**A** TTENTION!!!  
**S** IMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. (W4015/R)  
**J** OSE THOMPSON (MOTORS), Ltd., require American cars.—91-93, Fulham Rd., S.W.3. Kensington 4858.  
**G** OOD low-mileage r.h.d. American car wanted by private buyer.—Full details to G. G. Jennings, 85, Henleaze Rd., Bristol. (1826)  
**T** AYLOR & CRAWLEY will buy low-mileage luxury American cars at very good prices.—Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5213. (C4036)  
**B** RITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Adj. Leicester Sq. Tube Stn., W.C.2, Temple Bar 5588.

## American Cars Spares and Service

**W** E specialize in repairs, parts, sell your car for you! Reasonable prices.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Primrose 2647. (0948)  
**A** RMSTRONG SIDDELEY  
**A** RMSTRONG Hurricane, 1950, taxed Dec., radio, excellent all round; £450.—C. Arnold, 8, Homestead Way, Northampton. Tel. 51001. (2711)

## ARMSTRONG SIDDELEY

**P** & J  
**P** ASS & JOYCE, Ltd. (England's largest distributors), offer:—(November) Armstrong Siddeley Sapphire saloon, 8,000 miles, radio, heater, rim embellishers, immaculate; £1,445: 1 week's free trial; guaranteed, deferred terms available.—184/188, Gt. Portland St., W.1. Museum 1001. (C5039)  
**H** BEART & Co., Ltd., offer:—  
**1948** (Sept.) Armstrong Siddeley Lancaster saloon, in black with brown upholstery, heater, superb condition; £495.—102, London Rd., Kingston-on-Thames. Kin. 3348. (C1081)  
**H** AROLD SIMONS Ltd., offer:—

**1950** Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, sun roof, spot light, immaculate car in excellent mechanical condition; £550, trade enquiries welcomed; 3 months written guarantee, free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, L.2 (at North Circular Cross Road, 3 minutes trolley East Finchley Tube), Finchley 0052-53.  
**P** HILIP RICKARDS, Ltd., offer:—

**1952** Armstrong Siddeley Hurricane coupe, one owner, black tan, H.M.V. radio, taxed, part exchanges deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 2772-3. (C5061)  
**S**URREY AUTOS (HORSELEY) Ltd.

**1951** Armstrong Siddeley Whitley saloon, finished in green, fitted with heater, in excellent condition throughout; £525.  
**E** PSOM Rd., East Horsley, Surrey. Tel. 208.

**H** A. SAUNDERS Ltd., Golders Green, offer:—

**1947** Armstrong Siddeley 16 Hurricane drop head coupe, one owner, maroon/red leather, highly recommended; £350.  
**A** USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)  
**C** LAND & TABOR, Ltd.—Weirby By-Pass, Herts. A Weirby 481-2-5, offer:—

**1939** Armstrong Siddeley 17hp saloon, finished in blue, blue leather, taxed for year, good condition throughout; £245. (C1001)  
**C** HARLES FOLLETT, Ltd., official Armstrong Siddeley retailers, offer:—

**1947** Armstrong Siddeley Typhoon sal., black, one owner, genuine 25,000 miles only, synchromesh, really exceptional in every way, guaranteed; £520.  
**S** HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**S** ERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956.

**A** RMSTRONG SIDDELEY, 1949 Lancaster model, one owner, taxed and insured; £450.—Box 5338. (2211)

**1948** Armstrong Siddeley Lancaster saloon, heater, 16,000 miles, perfect condition; £475.—Lad. 2250.

**1948** (July), Armstrong Siddeley Typhoon, one owner; £425.—Egham Motor Co., By-Pass, Egham. (2521)

**1952** Hurricane coupe, black and brown hide, radio, heater, screen washers, spotlights, beautiful car; £750.

**L** IGH CAR Co., The Motor Showrooms, Derby 43658.

**A** RMSTRONG SIDDELEY 17hp 7-seater, face forward occasional; £155.—The Bawks Motor Co., Ltd. Aylesbury 144. (2730)

**G** ROSVENOR MOTORS (MANCHESTER), Ltd.—For choice of two Armstrongs, see our display advert on page 61. (2076)

**1947** Armstrong Hurricane drop head coupe, guaranteed, Armstrong Siddeley, O'Grady, 30, Kennington High St., W.14. Wex. 4651. (C5029)

**W** HITLEY saloon (Nov. 1950), one owner, black with blue leather, synchromesh gears, immaculate; £395.—A. Gray & Co., Guildford. Guildford 2825.

**£695**!!! Whitley 4-light saloon 1951, March delivery, one previous owner, maintained at makers premises, very carefully used, lower mileage than average.

**£495**!!! Typhoon sports saloon 1949, full de luxe series in leather, manual gears, very nice car.

**£595**!!! Hurricane coupe 1950, one owner, attractive metallic bronze finish, new hood in Poly-Vinyl material, built-in Motorola radio, heater, Lucas passlights, screenwashers.

**S** IX other post-war models up to 1952.

**C** AMDEN MOTORS, Leighton Buzzard 2041. (C1035)

**J** ACK ROSE, Ltd., offer:—1952 Armstrong Siddeley Whitley saloon in black with brown hide, low mileage, absolutely unmarked inside and out; £795.—Safford Rd., Wallington, Surrey. Wallington 6677. (C5056)

**1951** (May) Armstrong Siddeley Whitley saloon, one owner, 22,000 careful miles, unusually well maintained; £595, exchanges, deferred terms; John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (C4035)

**365** ems.—Armstrong Siddeley 1947 Hurricane drop head coupe, manual gear change, one owner, excellent condition; terms, exchanges, list; open 5-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

**T** ANKARD & SMITH, Ltd., offer 1949 Armstrong Siddeley Lancaster saloon, black, brown leather, heater, very carefully maintained in excellent condition; £525; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. (C4026)

**1952** light saloon, black, 2,000 miles only, chauffeur kept, showroom condition, loose covers, heater, etc.; latest modifications to engine; £1,000 or nearest offer.—Boydell, 84, Lodge, Beaumont, Hants. 13496.

**XXX** Really exceptional; 1937 (November) Armstrong Siddeley Hurricane coupe, black and chromium with leather upholstery, fitted radio and heater, built-in Motorola radio, excellent leather, maintained and most attractive example; thoroughly recommended and offered with written guarantee at £415; terms, exchanges.—H. F. Edwards, 60, Great Portland St., London, W.1. Tel. Langham 0012. (C2005)

## ARMSTRONG SIDDELEY

**1953** (September) Armstrong Siddeley Sapphire 6-light saloon, black with brown hide, under 6,000 miles, in new condition throughout, H.M.V. radio; £1,525; 3 months' guarantee, exchanges, deferred terms.—Henlys, The Square, Bournemouth. Tel. Bournemouth 6314. (2799)  
**L** IMOUSINE, 18hp 1951, partition, forward black, sunabs, privately chauffeured, 21,000 miles, black, immaculate, certified mechanically, selection from £695. Alpe & Saunders Ltd. Providence Court, North Audley Street, Mayfair-2941. (C1006)

## Armstrong Siddeley Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube). N.W.5. Ham. 6041. (W4018/R)  
**K** IRKWOOD CARS, buy pre-war Armstrong.—79, Streatham Hill, S.W.2. Tube Hill 1288. (W2037)  
**C** HARLES FOLLETT, Ltd., 18, Berkeley St., W.1. Mayfair 6266, official Armstrong Siddeley retailers and repairers.  
**S** ERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (W2010)  
**M** ARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15.  
**P** ASS & JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-188, Gt. Portland St., W.1. Museum 1001. (0859/R)  
**7** -SEATER, 1951/52, private 18hp Limousine, also private 25hp small machine 1958/59 Limousines, Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. (W1005)

## Armstrong Siddeley Spares and Service

**A** RCOT ENGINEERING Ltd.

**A** RMSTRONG SIDDELEY specialists; complete overhaul and engineering services; 48-hour exchange engine and gear box services; quick guaranteed service by specialists; trade and retail.

**P** RESELECTION gear boxes; exchanges, reconditioning 48 hrs.—Arcot, Ring, Ltd. 169, Fulham Rd., Chelsea S.W.3. Ken 7301. (0644/R)

**B** IRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.) Ltd., The Depot, Sileyard St., Birmingham 8, Edg. 0916. (0548)

**H** ENLVS Ltd., Chertem Hill, Re. Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6318. (0602/R)

**R** EPAIRS at reasonable prices; parts, gears, recon-ditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.5. Primrose 2647. (0942)

**P** ASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clients the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Co.Indale 5451). (0760/R)

## ASTON MARTIN

**B** RADSTOCK MOTORS, Ltd.

**1952** Aston Martin D.B. II saloon fitted Vantage engine, many extras including radio, low mileage, a perfect example, Chase Rd., Epsom. Tel. 5696-7. (C1090)

**G** UY SALMON AUTOMOBILES, offer:—

**1953** Aston Martin D.B. II saloon, 6,000 miles only, dark blue, beige upholstery, chromium plated wire wheels, faultless condition; £1,975.—8, Portsmouth Rd., Thames Ditton, Elmbridge 5551-2-3. (C4001)

**P** ARADE MOTORS (MITCHAM), Ltd., offer:—

**1938** Aston Martin 2-litre drop head coupe, black, excellent condition; £365.

**P** ARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 5338. (C5036)

**B** ROOKLANDS.—Aston Martin sole distributors.

**1954** D.B.2-4 models available for show and demonstration.

**1953** Aston Martin D.B.2 saloon, Vantage engine, Al-in drums, twin exhaust; £1,250.

**B** UY or sell with confidence; open 9 until 7.

**103**, New Bond St., London, W.1. Mayfair 8551-6.

**F** RIARY MOTORS, Ltd., Old Windsor, Windsor 2002.

**1938** 2-litre drop head coupe, resprayed green, new hood, taxed, clean and attractive; £395.

**1936** Mark II L.C., black, reasonable condition, taxed; £250.

**P** ERFORMANCE CARS offer from over 150 cars in stock in a selection of pre-war Aston Martins.

**A** STON MARTIN 2-litre d.h. coupe with taxi, 1939, A 3395; Aston Martin 2-litre short chassis 2-seater, 1938, £375.

**A** STON MARTIN 2-litre 4-seater tourist, 1938, 1935, A 3395; Aston Martin 2-litre saloon, 1939, £375.

**A** STON MARTIN Mark II bone chassis tourist, 1935, £295; Aston Martin 2-litre Speedmodel, ex-Horfall, £595.

**A** STON MARTIN 1½ Le Mans tourist, 1934, £265; A 3395; Aston Martin 1½ International tourist, 1932, £165.

**I** MEDIATE hire purchase, insurance and part exchanges; many others in stock.—See under "Sports Cars."

**P** ERFORMANCE CARS, Great West Rd., Brentford, Middlesex, Ealing 8541. (C3041)

**1952** D.B.2 saloon, blue/beige leather, 6,700 miles, £1,975.—May. 3051. (C5050)

**1954** Aston Martin D.B. 2-4 saloon, blue with blue hide, 5,000 miles only, taxed, entirely new condition.

**N** ORTH WORCESTERSHIRE GARAGES (STOUR-BRIDGE), Ltd., Tel. 5242-3. (2535)

**1952** Aston Martin 13,000 miles, drop head coupe, Vantage engine; £1,950.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Mayfair 5676. (C1050)

**A** A car of character, in excellent mechanical condition, smart appearance, very fine performance, definitely a car for the connoisseur; offered at reasonable price of £625.—Carr Bros. Garages, Ltd., High Purley, Surrey, Uplands 4812. (C1041)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Aston Martin Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**A** STON MARTIN cars wanted for cash; full details.—Priory Motors, Ltd., Old Windsor. Windsor 2002-3. 0197/R

## Aston Martin Spares and Service

**F** PRIARY MOTORS, Ltd.,

**A** STON MARTIN main dealers.

**S** OLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. 0198/R

## ATALANTA

**1948** Atalanta drop head coupe, very good condition, exceptional car, should appeal to the enthusiast. £525.

**R** EG. TIMMS (MOTORS), Ltd., 17-18, High St., Fordingham, Beas. Tel. 371. (C4064)

## AUSTIN SEVEN

**1936** tourer, good condition, best offer.—906, North Circular Rd., N.W.2. Glad. 6293. (12826)

**165** ans.—Austin 7 1937 Nippy sports 2-seater, new hood, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**£222** 1939 Austin Big 7 4-door de luxe saloon, one of those rare and magnificent vehicles obviously wrapped in cotton wool all its life, original condition, small mileage, irreplaceable; 3 months' guarantee, hire purchase, exchanges.

**L** AMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

## Austin Seven Cars Wanted

**H. A. SAUNDERS, Ltd.,** Golders Green, require:—

**AUSTIN 7** cars for cash.

**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN A30

**A30**, black, 4, heater, overriders, delivery mileage only; £560, taxed.—119A, Kirby Rd., Portlough, Derby 45570.

**J** ACK ROSE, Ltd., offer: 1953 Austin A30 4-door saloon, one owner, beige, heater; £485.—Stafford Rd., Wallington, Surrey. Wallington 6677. (C3056)

## Austin A30 Cars Wanted

**C** THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1. Euston 1212. (10957/R)

**H. A. SAUNDERS, Ltd.,** Golders Green, require:—

**AUSTIN A30** cars for cash.

**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

**A30** (1955) required; cash; collection anywhere.—12559, Tel. Derby 45570.

**R** ICHARDS & CARR buy Austin A30.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

**W** ANTED, Austin 2-door small mileage, privately owned.—153, Billing Rd., Northampton. Tel. 22620

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN EIGHT

**1947** Austin 8hp saloon, sun roof; £530.—Vander-velde, 215, Haverstock Hill, Belzize Park, N.W.3. Pri. 4441. (C4037)

**1946** Austin 8 4-door saloon, immaculate; £325.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 5059. (C4074)

**1948** Austin 8 4-door saloon, four door, beige, sun roof, men car; £365.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4041)

**1947** Austin 8 4-door saloon, excellent condition, choice two, £355.—Jack Puzner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

**1947** Austin 8 Martin Walter utelecon, new engine and gear box recently, good order, taxed; £315.—Frank Dale, 61, Lancaster Mews, W.2. Pad. 9276. (C1067)

**J** ACK ROSE, Ltd., offer: 1947 Austin 8 4-door saloon, one owner, very clean inside and out, 22,000 miles since new; £395.—Stafford Rd., Wallington, Surrey. Wallington 6677. (C3056)

**1940** Austin 8 tourer, really good condition in every respect, not ex-government, £185.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. (C2019)

**325** ans.—Austin 8 1947 saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Austin Eight Cars Wanted

**H. A. SAUNDERS, Ltd.,** Golders Green, require:—

**AUSTIN 8** cars for cash.

**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

**P** RIVATLY owned Austin 8.—5, Brice Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

**W** ANTED for private owner, Austin 8 or 10, 46-47, —65, Highbury Park, N.5. Canonbury 1650 (1952)

**R** OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## AUSTIN TEN

**1947** Austin 10 saloon, fine example; £375.—Below.

**1939** Austin 10 saloon, splendid vehicle; £255.—Smith & Hunter, 376, Kington Hill St., W.14. Western 2312. (C4019)

**1947** Austin 10, good condition, one owner only; £345.—Steele Griffiths, London, S.E.5. Roden 2201. (12633)

## AUSTIN TEN

**R** AYMOND WAY.

**R** AYMOND WAY OF KILBURN.

**R** AYMOND WAY, the hire-purchase specialists.

**1938** Austin 10 Cambridge 4-door saloon, original black cellulose, interior in very clean condition, taxed December, 5 new tyres, mechanically sound; £220.

**H** IRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £520 to choose from.

**R** AYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

**H. A. SAUNDERS, Ltd.,** of Worcester.

**1939** Austin 10hp Cambridge de luxe saloon, 17,000 miles only from new, laid up during war.

**A** USTIN House, Worcester. Tel. 2368. (C4005)

**H. A. SAUNDERS, Ltd.,** Golders Green, offer:—

**1946** Austin 10 sunshine saloon, splendid condition; £335.

**A** USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

**1937** Austin 10 Cambridge saloon, black, very good condition; £190.

**M** AGDALEN MOTORS, Ltd., 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573 and 7873. (C5005)

**A** USTIN 10, 1939, one owner, little used, nice condition; £250.—Speedwell 5216. (2651)

**A** USTIN 10 46-47 sal., re-cond. engine, recell., innuac, tax year; £375.—Gul. 4552.

**£169** 1937 Austin 10 Cambridge saloon, clean car; terms.—Autoships, 5, Balham High Rd., Balham 1509. (C1009)

**1946** Austin 10 sun saloon, superb condition throughout; £335.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (C4053)

**1946/7** Austin 10 saloon, reconditioned engine, taxed, magnificent, guaranteed; £520, payments.—Vaughan, 17, Astwood Mews, S.W.7, Fd. 1319. (C4058)

**£155** 1947 Austin 10 drop head coupe, excellent bodywork, clean interior, also Austin 10 saloon, good all-round condition, suit £111; 3 months' guarantee; hire purchase, exchanges.

**L** AMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

**R** OYS offer 1935 Austin 10 tourer, one private owner, original registration book fully equipped, new tyres, £125, terms and exchanges.—Rory Autoworld, Ltd., 127, Parkway, N.W.1. Near Camden Town Tube Station. Euston 2700 and 8894. (C3059)

## Austin Ten Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**H. A. SAUNDERS, Ltd.,** Golders Green, require:—

**AUSTIN 10** cars for cash.

**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

**A** USTIN & CO. (HENDON) will buy your Austin 10.—Hendon 3359 and 8460. (W2074)

**C** AR MART, Ltd.,

**L** ONDON distributors.

**1954** Austin A40 Somerset saloon, heater; £715.

**1951** Austin A40 Devon saloon, heater; £535.

**1950** Austin A40 Devon saloon, radio, heater; £515.

**C** AR MART, Ltd., 520, Euston Rd., N.W.1. Euston 1212. (C1039)

**G** ATENHOUSE offer:—

**1953** A40 Somerset, one owner, grey, heater, 20,000 miles; £625.—Gatenshouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

**E** LM AUTOSALES offer:—

**1952** Austin A40 Somerset, one owner, 18,000 miles only, heater, car in original condition; £595.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C2067)

**E** LM AUTOSALES offer:—

**1951** (July) A40, black/brown leather, sun roof, radio and heater, 10,000 miles only, whole car as new; £575.—Elm Autosales, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. (C2067)

**B. J. HUNTER, Ltd.** offer:—

**1951** Austin A40 saloon, special export model, £450.

**B. J. HUNTER, Ltd.,** 22, Cricklewood Broadway, B.N.W.2. Gladstone 5035. (C2040)

**H** AROLD SIMONS, Ltd., offer:—

**1953** registered A40 sports drop head, wind-up windows, heater, 19,000 miles; £485; trade enquiries welcomed; 3 months' written guarantee, free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd.), 5 minutes trolley East Finchley Tube, Finchley 0032-55. (C4065)

**C** M. I. CAR SALES (Pri. 6623) offer:—

**1951** Austin A40 Devon, owner, sliding roof, heater, good condition; £495.

**T** HREE months' guarantee, terms; list on application.—Swiss Cottage, Finchley Rd. N.W.3. (C1051)

**E** M.A., Ltd., Grove Rd. South, Southsea.

**1954** Austin A40 Somerset drop head coupe, 400 miles only as brand new car, fitted many extras including radio, heater, taxed year; £725.

**E** M.A. Ltd., Route Group Distributors, Grove Rd. South, Southsea, Portsmouth 2168. (2599)

**1949** Austin A40, grey, lawn, 24,000 miles, exceptional.—Tickford Ltd., Temple Bar 3533. (C4029)

## AUSTIN A40

**1952** model A40 saloon, one owner; £565.

**1951** Austin A40; £515, hire purchase and part-exchanges welcomed.—Herrert & Mills, Church Rd., Ashford, Middx. Tel. 2360. (C2035)

**M** EBBES & MEBES, Ltd. (Est. 1895), offer:—

**1949** (Sept.) Austin A40 4-door saloon, grey, hide upholstery to match, one owner, moderate mileage, original condition; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C3012)

**1954** Somerset, leather, heater, 2,000 miles, as new; £725.

**S** COTT CARS, 347, Finchley Rd., London, N.W.5. Hampstead 2100-9676. (C4016)

**A** USTIN A40 de luxe saloon (1949), fitted heater, good mechanically; £445.—Worthing 6125. (2652)

**£515** Austin A40 saloon 1951, black, fitted with heater, one owner, carefully used.

**£565** Austin A40 saloon 1951, G83 Steering column gear change, leather upholstery with heater.

**F** ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

**A** LWAYS a selection of Austin A40 with a written guarantee and free after-sales service at:—

**N** AYLAND & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. Bati. 2252. (C5002)

**1950** Austin A40 Devon saloon, black, grey upholstery, one owner; £475. (C4017)

**1949** Austin A40 Devon sliding-head saloon, grey, exceptionally good throughout; £475.—Cogges & Hawkins, Ltd., Walton St., Aylesbury, Tel. Aylesbury 7092.

**1954** A40 saloon, grey/red, 4,500, heater, taxed, unmarked; £700.—Hartfield (Middx) 3286.

**£695** 1951 Somerset coupe 1954, virtually as new in every respect, negligible mileage, heater, etc.

**A** 40 saloons in stock from £445.

**C** AMDEN MOTORS, Leighton Buzzard 2041. (C1035)

**1949** Austin A40, one owner absolutely unmarked; £485, 3 months' guarantee, terms and exchanges.

**J** ACK WILLIAMS MOTORS Ltd., 169, Priory Rd., Hornsey Mountview 5228 and 5774. (C4054)

**£465** Austin A40 1949 saloon, in exceptionally good condition throughout, choice 2; many others.

**B** ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube, Exchanges, P.). (C4017)

**1952** A40 saloon, one owner, grey/tawn upholstery, heater and radio, 9,900 miles; £595.—Mar 3051.

**1950** Austin A40 saloon, excellent condition throughout, recent new engine; £495.—Perivale 7366. (17.12.53) A40 Somerset saloon, grey, 2,000 miles, as new; £675.—Dolsons, Ltd. (Autos Agents), Staines 801. (C1074)

**1954** (February) A40 Somerset saloon, grey, blue leather, heater and overriders, 400 miles; £765.—Robbins, East Putney, Tel. 4561. (C5010)

**1952** A40 sports drop head, faultless throughout, one owner; £565.—Bruce France & Co., Cromwell Mans., South Kensington, Pin. 0513. (C2014)

**1949** (November) Austin A40 Devon, 4-door saloon, green; £495.—Halls (Finchley), Ltd., Osdon Parade, Nth. Finchley, N.12 (Tally-Ho). Hillside 1042-9. (C2014)

**1952** A40 Somerset saloon, green, beige leather, fitted with heater; £595, terms and exchanges.—Starnes Motors 103 Cricklewood Broadway, N.W.2. Gladstone 2400. (12007)

**1952** Austin A40 Somerset saloon, green, fitted heater, excellent condition throughout; £575.

**G** ATEN Service Co., Ltd., 1,013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. (C2019)

**£415** 1949 Austin A40 saloon, black, beige leather, heater, mechanically and bodywork good condition throughout guaranteed.—King's Motors, High St., Hounslow, Tel. 3532. (C2049)

**1954** Austin A40 Somerset saloon, heater, 3,500 miles; £695.—Hutts & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, 4-04, Leicester Sq. Tube stn., W.C.2. Temple Bar 3588. (C1027)

**1953** (late) A40 convertible, 6,000 miles, black with red hide interior, radio, heater, heater, Rimblebakers, wing mirrors, etc., condition absolutely as new; £675.

**H** AROLD WEBB MOTORS, Ltd. 765-767, Romford Rd., Manor Park, E.12. Tel. Hford 5151-2. (12804)

**1951** A40 Devon saloon, G.S.3 model with steering column gear change, grey, one owner; since new, fitted heater, excellent condition, nearly new tyres; £505.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. (C2019)

**545** ans.—Austin A40 (November, 1951) G.S.3 Devon 4-door saloon, pastel green, brown leather, steering column gear change, heater, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1953** model (reg. Oct., 1952) grey Austin A40 Somerset, genuine 12,000, spare wheel unused, £100 extras include sun roof, push-button, H.M.V. radio, heater, covers, twin "Flamethrower" pass lamps, regularly serviced and maintained; £625.

**M** rs. Pickard, 40, Longfield Ave., Mill Hill, N.1. Hendon 2834. (2611)

**P** RIDE & CLARKE, Ltd.—1953 Austin A40 Somerset saloon, black/beige leather, 14,000 miles, heater, one owner; £639, 1952, grey/brown, 17,000 miles, heater; £599, 1951, grey/blue, heater; £499, 1949, black/beige reconditioned engine, £449, 1952 Hereford, grey/brown, 20,000 miles, heater; £599, three months' guarantee, terms, exchanges; lists.—158, St. Greville Rd., S.W.9. Erixton 6251. (C5068)

## Austin A40 Cars Wanted

**C** THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 329, Euston Road, N.W.1. Euston 1212. (10957/R)

**G** OOD A40 wanted, immediate cash.—Lib 1604 or 1608. (W3048)

**A** 40 saloon or similar car wanted.—St. Kilda. (2659)

**S** omerton Rd., Street, Somerset.



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Austin A40 Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**H**A. SAUNDERS, Ltd., Golders Green, require:—

**A**USTIN A40 cars for cash.

**A**USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

**W**ANTED, Austin A40, new or near; cash buyer; private, write first.—Hauton, Church Rd., Saxilby, Lincoln. [270]

**W**HY accept less for your A40 saloon or Countryman when you can get its full market value from

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. [W2006]

**O**FFORD & SONS, Ltd. (Established over 160 years), would like to purchase Austin A40 saloon cars.—67, George St., W.1. W.1. 6999. [2460]

## AUSTIN TWELVE

**D**ICKS, 1938 Austin 12 saloon, very roomy and economical; £225. [C1072]

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 698-9. [C1072]

**E**NGINES RECONDITIONED, Ltd., offer:—

**1939** Austin 12.4 Ascot saloon, black with brown leather, £255.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070]

**H**A. SAUNDERS, Ltd., Golders Green, offer:—

**1936** (March) Austin 11.9hp Ascot sunshine one-owner saloon, grey and grey hide, highly recommended. £200. [C4004]

**A**USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

**1938** Austin 12, one owner, £255; 3 months' guarantee, terms and exchanges. [C4004]

**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**1938** Austin 12.4 saloon, one owner, excellent condition; £255.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 261-2. [C3067]

**H**A. SAUNDERS, Ltd., Golders Green, require:—

**A**USTIN 12 cars for cash.

**A**USTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

**R**OWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN FOURTEEN

**1939** Austin 14; £225 3 months' guarantee, terms and exchanges. [C4054]

**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

## AUSTIN SIXTEEN

**A**CRES offer:—

**1948** Austin 16, green with brown leather upholstery, radio and heater fitted, export model; £575. [C1002]

**A**CRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 221-2. [C1002]

## CAR MART, Ltd.

## LONDON distributors.

**1948** Austin 16hp saloon, sliding head, heater; £475. [C1039]

**1951** Austin 16hp hire limousine; heater; £735.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

## HENDON CENTRAL GARAGE, Ltd., offer:—

**1948** Austin 16 saloon, one owner since new, radio, heater, good condn throughout; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 9084-5. [C2034]

**1948** saloon, blue-black with brown leather upholstery fitted heater, immaculate condition; £375. [C2034]

## KJ MOTORS, Ltd., Widmore Rd., Bromley, Ravensbourne 5456. [2015]

**1946** Austin 16, one careful owner, guaranteed equal to new; £385.—Egham Motor Co., By-Pass, Egham. [C2040]

**1939** Austin 16 cabriolet saloon, guaranteed, £240; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029]

## 1947 Austin 16 de luxe saloon, black with brown interior, genuine 35.000 miles, only one owner, a very nice car; £420. [C2025]

## G. &amp; R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. [C2025]

## 1949 Austin 16hp saloon, dark blue, tan hide, one owner; £385.—Cogger &amp; Hawkins, Ltd., Walton St., Aylesbury, Tel. Aylesbury 700. [2468]

## 1948 Austin 16 saloon, black, heater, immaculate condition; £395.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [2758]

## 1948 Austin 16, in very nice order, reconditioned engine; £375.—Gordon Wooderson, 48a, Drewstead Rd., Streatham 8638. [C2024]

## 1949 Austin 16 saloon, heater, radio, reconditioned engine, magnificent, guaranteed, £410; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1619. [C4058]

## 1938—1948 Austin 16 saloon de luxe immaculate; terms.—G. P. (Baiham) Ltd., 2c, Baiham Hill, S.W.12 (100 yards Clapham South Tube). [C2024]

## 1948 Austin 16 de luxe saloon, in superb condition, one black, one green; £385 each, or near offer, terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton, Tel. 4212. [2740]

## 1947 Austin 16 saloon, new engine just fitted, heater, Ace Rimbellushers, unquestionable bargain; £325.—A.Z. Motors, Palmerston Rd., N.W.4. Mai. 373. [C1011]

## 1948-9 Austin 16 saloon, blue, brown leather, mileage 24,000, in first-class condition; £460.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

## AUSTIN SIXTEEN

**A**RCHIE SIMONS & Co., Ltd.—1947 Austin 16 saloon, black, one owner, nominal mileage, excellent throughout; £395.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

## Austin Sixteen Cars Wanted

**H**A. SAUNDERS, Ltd., Golders Green, require:—

**A**USTIN 16 cars for cash.

## AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

## WANTED, 1953-55 Austin 16 hire limousine, low mileage.—O'Dwyer, 13, Everside Ave., Liverpool, 9. [2861]

## ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## HIRECAR Limousines urgently required, cash waiting. Alpe &amp; Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

## AUSTIN A70 &amp; A90

## CAR MART, Ltd.

## LONDON distributors.

## 1951 Austin A70 Hereford saloon, radio, heater; £575.—Car Mart, Ltd., Austin House, 237, Euston Rd., N.W.1. Euston 3511. [C1039]

## PHILIP RICHARDS, Ltd., offer:—

## 1953 Austin A70 Hereford saloon, black/tan, 7,000 miles, part exchanges, deferred terms. 4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

## WARWICK WRIGHT Ltd., offer:—

## 1952 Austin A90 Atlantic sports saloon, black, radio and heater, 18,000 miles; £695. [C4004]

## WARWICK WRIGHT Ltd., 150 New Bond St., W.1. Mayfair 9761. [C4004]

## GUY SALMON AUTOMOBILES offer:—

## 1951 Austin A90 Atlantic saloon, black/red leather, radio and heater, 26,000 miles, extremely good example. £595.—Farnmouth Rd., Thames Ditton, Esherbrook 351-2-3. [C4001]

## H.A. SAUNDERS, Ltd., Golders Green, offer:—

## (May) Austin A70 hereford sunshine saloon, heater, undersealed; £595. [C4004]

## AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

## ALWAYS a selection of Austin A70 with a written guarantee and free after-sales service at:—

## NAYLOR &amp; ROOT, Ltd., 25, East Hill, Wandsworth, S.W.18. Batt. 2252. [C3022]

## 1952 Austin A90 saloon, one owner, supplied and maintained by us; £650. [C3022]

## WHEELERS (NEWBURY), Ltd., The Broadway, Newbury, Berkshire, 7524. [2774]

## 1951 A70, chauffeur driven, £465.—Steel Griffiths, London, S.E.5. Brixton 7554. [2778]

## 1954 Austin Hereford saloon, grey, 900 miles extras; exchanges.—Dungrave Garage, Winchester, 1189. [C1070]

## 1951 Austin A90 saloon, heater, radio, low mileage, £585.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 3511. [C4041]

## 1950 (July) A70 Hampshire saloon one owner; £465.—Dobson, Ltd. (Austin Agents), Staines 801. [C1074]

## FUNERAL TRADE HEARSES, Austin A70. Austin 16hp. Brand New. Illustrated Brochure Posted. Attention Address:—

## LIFE AND SAUNDERS (COACHBUILDERS), LTD. A Head Office, Station Approach, New Gardens, Richmond 1161. [2578]

## £535—November (1950) Austin A70 Hampshire saloon, black with brown, fitted heater, in excellent all round condition. [C1070]

## DENHAM SERVICE STATION, Ltd., Denham, Bucks. [C1070]

## 1952 Austin Hereford, low mileage, heater; £635.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1242-4. [C3063]

## 1951 A90 saloon, carefully maintained, heater, low mileage; £575.—Richards &amp; Carr, 35, Kinnerton St., S.W.1. Sloane 312-4. [C3045]

## 1953 Austin A70 Hereford saloon, blue, brown leather, radio and heater, 8,000 miles; £765.—Routings, East Putney, Tel. 4300. [C3045]

## 1950 Austin A70 saloon, radio and heater, recollapsible; £475.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4053]

## £545—1951 Austin A70 saloon de luxe, one owner, speedometer reads 11,000, taxed vehicle spotless and as new; 3 months' guarantee; hire purchase, exchanges. [C4053]

## LAMBS OF WOOD GREEN, Finchley Showrooms, 6221 (East Finchley Underground). [C2052]

## 1951 Austin A70 Hereford saloon, one owner, heater, immaculate; £575.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mol. 6109. [C4053/1]

## 1953 Austin A90 Atlantic saloon, radio and heater, 7,100 miles; £795.—British &amp; Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

## XXX Very attractive 1950 (November) Austin A70 saloon, black, finish black and chrome with brown leather, most attractive example, written guarantee; £495; terms, exchanges.—H. P. Edwards, 172/4, Kingston Rd., Epsom, Eps. 2602. [C2024]

## 1951 Austin A90 Atlantic convertible, colour blue, power-operated hood and windows, fitted heater, exceptional condition throughout; £545.—Moson Service Station, Ltd., 347, Hollywood Avenue, Moston, Manchester, 10. Tel. Fai. 1425. [2553]

## AUSTIN A70 saloon, fitted heater, first registered until December, mileage only 26,000, good tyres, any trial or examination, a really reliable car which will give good service; £450, no offers.—Tel. Maiden 5961. [C3056]

## JACK ROSE, Ltd., offer: 1950 (November) A90 Atlantic electric convertible, in maroon, clean inside and out, taxed, £575; 1953 (April) Austin A70 saloon, on black with red leather upholstery absolutely immaculate inside and out, 11,000 miles, £710.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056]

## Austin A70 and A90 Cars Wanted

## TOP price paid for A70 or similar type car; trade or privately 54 Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

## Austin A70 and A90 Cars Wanted

## C THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0553/R]

## H A. SAUNDERS, Ltd., Golders Green, require:—

## AUSTIN A70 cars for cash.

## AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

## H A. SAUNDERS, Ltd., Golders Green, require:—

## AUSTIN A90 cars for cash.

## AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

## ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN EIGHTEEN

## H A. SAUNDERS, Ltd., Golders Green, require:—

## AUSTIN 18 cars for cash.

## AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

## 1938 Austin 18 7-passenger limousine, very clean car, ready for use, £275. [C2052]

## HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Tel. Ilford 3151/2. [2807]

## 1939 Austin Windsor, 7-seater in very good order, ideal for taxi or hire work, any trial.—Coventry Motor Mart, Ltd. (Tel. 2146), Whitley Depot, London Rd., Coventry. [2518]

## £465—1939/40 Austin 18 long chassis 7-seater with face-forward occasional seats, interior like brand new, excellent mechanically, rare vehicle; 3 months' guarantee; hire purchase, exchanges. [C2052]

## L AMBS OF WOOD GREEN, Finchley Showrooms, 6221 (East Finchley Underground). [C2052]

## Austin Eighteen Cars Wanted

## ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## 7-PASSENGER privately owned 1938/39 Limousine, also Saloons, urgently requiring cash waiting. Alpe &amp; Saunders Ltd., Providence Court, North Audley Street Mayfair-2941. [W1006]

## 7-PASSENGER 1938 Windsor saloon, blue leather, original owner, certified mechanically. £485. [C1006]

## 1939 Gordon Limousine (one owner) partition, widest occasional seats, black, certified mechanically. Alpe &amp; Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

## Austin Twenty Cars Wanted

## H A. SAUNDERS, Ltd., Golders Green, require:—

## AUSTIN 20 cars for cash

## AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

## MAYFAIR 1937/38 Limousines required in good condition, cash waiting. Alpe &amp; Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

## AUSTIN A125 &amp; A135

## CAR MART, Ltd.

## LONDON distributors.

## 1950 Austin A135 Princess saloon, sliding head, radio, heater; £575.—Car Mart, Ltd., Davies St., Grosvenor Sq., W.1. Mayfair 5011. [C1039]

## CAR MART, Ltd.

## LONDON distributors.

## 1951 Austin A125 Sheerline limousine, radio, heater; £635.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [C1039]

## 1949 Austin A125 Sheerline saloon, radio, heater; £655.—Car Mart, Ltd., Welsh Harp, Edware Rd., N.W.9. Hendon 6500. [C1039]

## AUTOMOBILIA, Ltd., offer:—

## 1950 Austin Sheerline 4-door de luxe sunshine windscreen washer, fog lamp, low mileage, excellent condition; £645.—Automobilica, Ltd., Pippbrook Garage, Dorking 1504, 3991. [C1089]

## PHENIX MOTOR CO. (SURREY), Ltd., offer:—

## 1949 (July) Austin Sheerline saloon, black beige upholstery, fitted radio and heater, moderate mileage and in excellent condition throughout; £585. [C3044]

## PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton, Surrey, Villiant 1121. [C3044]

## H A. SAUNDERS, Ltd., Golders Green, offer:—

## 1951 Austin Princess sunshine saloon, black, brown hide, radio, one owner, unblemished, highly recommended; £850. [C1027]

## AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

## BROOKLANDS—Individuality, new and used cars.

## 1953 Austin Princess saloon.

## 1952 Austin Sheerline, radio, one owner.

## 1950 series Austin Princess.

## Buy or sell with confidence: open 9 until 7.

## 103 New Bond St., London W.1. Mayfair 8351-6. [C1029]

## FUNERAL TRADE, Sheerline Hearse, Immediate Delivery. Brochure Posted. Attention Address:—

## LIFE AND SAUNDERS (COACHBUILDERS), LTD. A Head Office, Station Approach, New Gardens, Richmond 1161. [2578]

## 1952 Sheerline saloon, black/beige hide, 20,000 miles; £650.—Park 5077. [C3030]

## 1951 Austin Sheerline 7-seater limousine, 12,000 miles, as new; £1,225. [C3030]

## GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C2023]

## A &amp; S Limousines—privately chauffeured partitioned 7-passenger Sheerlines, small total mileages. Selection from 1945.

## 6000 miles only, 1952, partitioned black limousine, forward occasional seats, definitely first class condition, unblemished £1225. Alpe &amp; Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Austin A125 and A135 Cars Wanted

**C** THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 5434. (0352) R

**H** A. SAUNDERS, Ltd., Golders Green, require.—

**A** AUSTIN A125 cars for cash.

**A** AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

**H** A. SAUNDERS, Ltd., Golders Green, require.—

**A** AUSTIN A135 cars for cash.

**A** AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

**7-SEATER** Sheerline Limousine required, cash waiting. Alpe & Saunders Ltd., Providence Court, North Audley Street. Mayfair-2941. (W1006)

## AUSTIN HIRE CARS

**1953** (May 31st) Austin hire car, 10,000 miles, perfect; £300 or exchange for Zephyr or A10 similar year and condition.—Speechley, Red Bank, Bamford, via Sheffield. Bamford 154. (2467)

## AUSTIN MISCELLANEOUS

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 481-2-3, offer:—

**1947** Austin 10 saloon, finished black, brown leather, excellent condition throughout; £595.

**1946** Austin 16 saloon, finished black, excellent condition throughout; £575. (C1001)

## Austin Miscellaneous Cars Wanted

**R** OWLAND SMITH'S, the Car Buyers—Highest cash prices for Austin.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018) R

**M** ARSTON MOTOR CO. for your Austin.—Tel. Sta. 2000, Seven Sisters Rd., Tottenham, N.15. (0598) R

**W** EYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 233. (0541) R

## Austin Spares and Service

**A** FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war, exchange units from stock; Saturdays till 6 p.m., night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19, Wim. 0125. (0414) R

**N** ORMAND, Ltd.,

**M** ODERN equipment handled by a skilled staff ensures good service.

**N** ORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. (03226)

**T** HE CAR MART, Ltd.,

**L** ONDON distributors; spare parts for all model cars and trucks.

**T** HE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon) 6500 and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600) and 382, Streatham High Rd., S.W.16 (Streatham 0054). (0160) R

**C** G. NORMAN & Co.,

**A** UTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2311. (0271) R

**A** USTIN genuine spares and specialist service in the West End.

**S** MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1355. (0500) R

**A** USTIN, the main agents for spares, service and repairs.

**T** EL, Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. (0916) R

**F** OR Austin spares and replacement units.—Sands, Burnham, Bucks. (0905) R

**A** USTIN, spares any year, any part; largest stockists in U.K., exchange units.—Try Northwood a first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. (0488) R

**A** USTIN 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc.—S.A.E. for list.—Ham's, 18, Balham Rd., S.W.12. Battersea 3280/3769. (0488) R

**A** USTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Feltham, Middlesex, Tel. Feltham 4274-5. (0599) R

**R** ECONDITIONED guaranteed 7, 10, 12 exchange gear boxes, shock absorbers, engines, all types repaired, new gears, parts, overhauls.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (0348) R

**P** RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Arre Lane, S.W.2. Brixton 1155. (0184) R

## AUSTIN-HEALEY

**1954** model Austin-Healey, 3,000 miles only, overdrive, heater, one owner. £1,025.

**R** IPPON, Ltd., (Austin-Healeys purchased), 16, Albermarle St., Mayfair London, W.1. Hyde Park 2952-3-4. (C3035)

**1954** Austin-Healey, colour red, registered but unused, ready for immediate use, list price.

**H** OLD, MOD. WEBS MOTORS, Ltd., 765-767, Roehampton Rd., Manor Park, E.12. Tel. Ilford 3151/2. (2806)

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**C** AR MART, Ltd.,

**1952** Bentley 4½-litre sports saloon, sliding head, radio, heater; £2,950.

**C** AR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly), Grosvenor 5434. (C1039)

**S** ANDERSON & HOLMES, Ltd., Derby

The official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 47471-6. (C4073)

## BENTLEY (3½, 4½-litre and New 4½-litre)

**R** IPPON.

**R** IPPON.

**R** IPPON BROS., Ltd.,

The Northern Bentley specialists, offer the following cars in first-class condition:—

**1952** (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.

**1950** (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.

For further details apply to:—

**R** IPPON BROS., Ltd., Huddersfield 7070 (10 lines) Also at Bradford, Leeds and Sheffield. (0906) R

**A** CRES offer:—

**1935** Bentley 3½-litre saloon, green with brown leather upholstery, Bentley serviced and maintained, appearance in post-war condition; £595.

**A** CRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

**H** R. OWEN, Ltd.,

**L** ONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

**1953** Standard steel saloon, black with tan hide, 9,000 miles; £3,750.

**1952** Standard steel saloon, large boot, black and grey with beige hide; £3,775.

**1951** H. J. Mulliner sports saloon, silver grey with blue hide, 16,000 miles; £4,250.

**1951** H. J. Mulliner sports saloon, black with brown hide; £4,150.

**1951** James Young 2-door sports saloon, black with beige hide; £3,600.

**1951** Standard steel saloon, green with green hide; £2,550.

**1950** Park Ward d.h.c., grey with grey hide, power-operated; £3,450.

**1950** Standard steel saloon, 2-ton grey with red hide; £2,575.

We are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

**H** R. OWEN, Ltd.,

**17** Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

**P** B. Ltd., offer:—

**1936** (August delivery) 3½-litre Bentley, Freestone & Webb mitted edge sports saloon, black, blue leather.

**P** ADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 5477/7478. (C3033)

**R** USSELL MOTORS offer:—

**1937** 4½ Bentley Park Ward special saloon, grey and black, exceptional car, any trial, or examination.

**R** USSELL MOTORS (KNIGHTSBRIDGE) Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)

**B** RADSTOCK MOTORS, Ltd.,

**£725**—1937 B.H.K. chassis 4½-litre Bentley Park Ward sports saloon, black leather, £500 overhaul last year, negligible mileage since; the whole car in first-class condition.—Chase Rd., Epsom, Tel. 5696-7. (C1090)

**M** ANN EGERTON & Co., Ltd.,

**1952** Bentley 4½-litre large-boot R-type saloon, velvet green with red leather upholstery, 23,000 miles; £3,525.

**1950** Bentley 4½-litre H. J. Mulliner sports saloon, black with fawn leather upholstery, 36,000 miles; £2,650.

**M** ANN EGERTON & Co., Ltd.,

**14** Berkeley St., W.1. Hyde Park 2073. (C2006)

**K** NIGHTSBRIDGE MOTORS, Ltd.,

**1951** (June delivery) Bentley Mark VI steel saloon, black with red hide, last series 4½-litre, one owner, 29,000 miles only; £2,600.

**3** Roberts Mews, Lonsdale Place, Belgrave Square, S.W.1. Sloane 4086. (C2063)

**S** WANMORE GARAGE, Ltd., offer:—

**1949** Bentley Mark VI 85; £2,165.

**1948** Bentley Mark VI James Young; £2,585

**1937** Bentley 4½; £695.

**1934** Bentley 3½ by Salmon; £595

**S** WANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscumbe, Bournemouth. Tel. Southbourne 4344-4345. (C4024)

**M** ASCOT MOTORS, Ltd., offer:—

**1939** 4½-litre MR series, overdrive, Park Ward saloon; £1,095.

**1936** 4½-litre GP series, Thrupp & Maberly saloon; £750.

**237-243**, Kenna Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (C3007)

**G** UY SALMON AUTOMOBILES, offer:—

**1953** Bentley Mark VI standard steel saloon, velvet green/dark red leather, 9,000 miles, one owner, faultless and immaculate example; £3,775.

**1950** (July) Bentley Mark VI standard steel saloon, moss green, beige upholstery, 24,000 miles only; £2,550.

**1947** Bentley Mark VI drop head coupe, by Hooper, one owner, most attractive vehicle, in excellent condition; £1,925.—Portsmouth Rd., Thames Ditton, Esherbury 551-2-3. (C4001)

**1950** (December) Mk. VI Bentley saloon, dual gear; £2,250.

**1947** Bentley standard steel saloon, cork blue, well above average condition; £1,650.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C3040)

**1949** Bentley Mark VI James Young 4-door sports saloon, speedometer reading 49,000; £2,250.

**1934** Bentley 3½-litre Park Ward saloon, £350, also another in magnificent condition; £675.

**1934** Anthony Crook, Caterham 232. (C1063)

## BENTLEY (3½, 4½-litre and New 4½-litre)

**J** ACK BARCLAY, Ltd.,

**J** ACK BARCLAY, Ltd.,

EXCLUSIVELY for Rolls-Royce and Bentley.

**L** ARGEST official retailers of Rolls-Royce and Bentley, please write for stock list; open until 8 p.m.

**E** XAMPLE, 1948 Mark VI standard saloon, painted black and upholstered in red leather, 75,000 miles; price £1,825.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open till 8 p.m. May, 7544. (C1082)

**J** ACK OLDING & Co. (MOTORS), Ltd.,

**O** FFICIAL Rolls-Royce and Bentley retailers, offer from their stock:—

**1953** 4½-litre large-boot standard steel saloon, black top, shell grey below moulding, brown leather, 8,000 miles; £3,850.

**1953** 4½-litre large-boot standard steel saloon, silver, grey/red leather, one owner, 11,000 miles; £3,750.

**1952** 4½-litre large-boot standard steel saloon, grey/grey hide, 20,000 miles; £3,500.

**1951** 4½-litre standard steel saloon, black/red leather, 24,400 miles; £3,550.

**1950** 4½-litre H. J. Mulliner saloon, black/brown leather, one owner; £2,675.

**1949** 4½-litre 2-door Countryman saloon, 2 shades of grey and polished wood with grey leather; £3,350.

**1949** 4½-litre Freestone & Webb 6-light saloon, black and grey with beige hide, one owner, 24,800 miles; £2,750.

**A** UDLEY House, North Audley St., W.1. Mayfair 5242. (C3030)

**C** OOMAS & SONS (GUILDFORD), Ltd., offer:—

**1953** Bentley 4½-litre R type, blue with blue leather upholstery, mileage 8,000; £3,750.

**1947** Bentley Mark VI steel saloon, maroon and silver with grey leather; £1,625.

**1939** Bentley 4½, overdrive sports saloon by Park Ward; £1,815.

**C** OOMAS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1037)

**B** ROOKLANDS.—Individuality, new and used cars

**1952** Bentley 4½-litre large bore Mark VI, mileage 9,000, radio, heater, immaculate.

**1950** Bentley Mark V standard steel saloon.

**B** UY or sell with confidence; open 9 until 7.

**103**, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

**1946** Bentley, H. J. Mulliner saloon, radio, heater; £1,595.

**G** ORDON CARS (LONDON), Ltd., 573, Euston Rd., London, N.W.1. Eus. 6611. (C2025)

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 481/2-3, offer:—

**1939** (November) Bentley 4½-litre Park Ward saloon with overdrive, finished black, red leather, full service history, overhauled by Bentleys, heater, radio, immaculate condition; £1,175.

**1936** Bentley 4½-litre Park Ward saloon, finished black, green leather, full service history, overhauled by Bentleys; £675.

**C** HARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

**1951** Bentley Mark VI standard steel saloon, black, red leather, one owner, 50,000 miles, chauffeur maintained; £2,650.

**1950** (Dec.) Bentley Mark VI standard steel saloon, black, beige hide, one owner, 49,000 miles, chrome wheel discs, outstanding condition; £2,475.

**1949** Bentley Mark VI sports saloon by H. J. Mulliner, black, one owner, 57,000 miles, magnificent car in superb condition; £2,450.

**A** LL the above cars have been fully serviced and carry a written guarantee.

**S** HOWROOMS: 15 Berkeley St., W.1. Mayfair 6266.

**S** ERVICE: Works and Stores, Barnsdale Yard, off Eglon Ave., W.9. Cunningham 595. (C1001)

**1954** 4½-litre automatic over box, H. J. Mulliner saloon, black, 1,250 miles, immediate delivery; £3,750, below.

**1953** (April) Bentley 4½ saloon, Tudor grey and maroon hide, bench-type front seat, low mileage; £3,750, below.

**1953** (May) 4½ Bentley saloon, black with fawn hide, bench-type front seat, low mileage, as new; £3,750.—Robbins, East Putney, Tel. 4561. (C3010)

**1937** Bentley 4½, Park Ward sports saloon, sunroof, £645, payments.—Oldfield, 56a, Kensington High St., W.14. Wes. 6631. (C3009)

**1934** (Dec.) Bentley Park Ward sports saloon, excellent chassis, £475.—Orange Farm, Everton, Lymington, Milford-on-Sea. 2567. (2707)

**1947** Mark VI standard steel saloon, grey and black, mileage 39,000; £1,795.—Louis & Co., 56, Lancaster Mews, London, W.2. Paid. 9196. (C2063)

**E** DWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. (1561)

**1937** 4½-litre Bentley Park Ward saloon, in excellent condition, taxed, new tyres, £695.—Woking Motors (Maybury Hill) Ltd., Woking 1928. (C4057)

**£695** c.o.n.—3½ Bentley, one of the best in the country, complete chassis and engine, condition at Rolls at a total of £1,000.—Uxbridge 2062. (2272)

**1935** (June) 3½-litre Bentley, Thrupp & Maberly sports saloon, black with grey hide, excellent condition; £725.—Caterham Motor Co., Ltd., Caterham 4242. (12546)

**1936** 4½-litre Bentley Vanden Plas 4-door sports saloon, in exceptional condition; £775.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverdale 6677-8. (C202)

**£795**—£523 spent with makers, receipt shown; exchanges.—Lawton-Goodman, 135, Crickwood Broadway, N.22. Gladstone 2226. (C3017)

**R** C. MORTLAKE offers 1938 4½ Bentley special, Guiney Nutting sports saloon, 1936 4½ Bentley, William Arnold sports saloon, 1935, Kenal Rd., Woking, W.10. Arnold 3604/6432. (C3017)

**C** ASS'S MOTOR MART.—1954 Bentley 3½-litre Park Ward saloon, black, brown leather, radio, £500 recently spent at makers; £575, terms and exchanges.—S. Warren St., W.1. Euston 4110. (C1040)







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**CHEVROLET**  
**RHD** 1951 Chevrolet 4-door de luxe sedan, 13,000 miles only, one owner.—Valentine 4674. [C2018]

1951 Chevrolet Styleline 4-door de luxe saloon, i.h.d., Powerglide transmission, radio, heater, loose covers, 21,000 miles, £1,095. [C1092]

1952 Chevrolet Styleline 4-door de luxe saloon, Powerglide transmission, r.h.d., radio, heater, loose covers, many other extras, 15,000 miles, £1,195. [C1092]

1953 Chevrolet Two-Ten series 4-door saloon, i.h.d., Powerglide transmission, heater, loose covers, 1,900 miles, £1,455. [C1092]

**BRITISH & COLONIAL MOTORS, Ltd.** (Distributors for London and Home Counties), 13-14, Upper St. Martin's Lane, W.C.2. (Ad.) Leicester Square Tube Station, Temple Bar 3568. [C1092]

£125—1936 Chevrolet 26hp drop head coupe, a nice runner with good engine performance; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**CHRYSLER CARS WANTED**  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Chevrolet buyers.—Wembley 8691/3903. [W4015/R]  
**BRITISH & COLONIAL MOTORS, Ltd.**, distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (Ad.) Leicester Square Tube Station, W.C.2. Temple Bar 3568. [W1027/R]

**REPAIRS** at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C1092]

**CHEVROLET** spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane (Ad.) Leicester Square Tube Station, W.C.2. Temple Bar 3568. [S1027/R]

**CHRYSLER**  
**SIMPSON'S** offer:—

1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 25,000 miles.  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

**AUTO SALES (LONDON), Ltd.**, offer:—

1946 Chrysler Windsor saloon, right-hand drive, finished in black, radio and heater, superb car, £725.—Auto Sales (London), Ltd., Belsize Rd., N.W.6, Maida Vale 5555. [C1092]

**H. A. SAUNDERS, Ltd.**, Golders Green, offer:—

1938 Chrysler Kew Six, 23.5hp five-six-seater, sunroof, touring saloon, highly recommended, £200. [C1092]

**AUSTIN HOUSE, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (ten lines).** [C4004]

**CHRYSLER** 1935 Wimbledon coupe, good-looking, reliable car, 24hp, free-wheel drive, 25 m.p.g., offers.—Sydenham 7637 evenings. [C1092]

1938 Chrysler Six saloon, dark blue, thoroughly sound, mechanically excellent appearance; £175.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11, Speedwell 7008. [C2019]

**CHRYSLER CARS WANTED**  
**AUTOSALES (LONDON), Ltd.**

**CHRYSLER** distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6, Maida Vale 5555-2155. [C4045/R]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3, Ham. 6041. [W4015/R]

**CHRYSLER** distributors spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. [C4045/R]

**CHRYSLER** Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12, Tel. Balham 2254. [C1092]

**CHRYSLER** and Dodge parts and reconditioned units also sheet metal parts, all models 1935-40, repairs by experts.—Carnegie, St. John's Wood Roundabout, N.W.8, Pri. 0141. [C1092]

**REPAIRS** at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Primrose 2647. [C1092]

**CITROEN**  
**HPG**  
**A** QUITE beautiful 1951 Light 15 sunshine saloon, one owner, who has nursed it and therefore mechanically like new, while the black cellulose and brown interior are spotless; being keen on this make we see many examples, and this particular car stands out as quite out of the ordinary run, £555, below.

1948 Light 15 saloon, excellent mechanical condition, finished black cellulose just like new, chromium to match, very good brown interior with new covers, a joy to drive as only a used Citroen can be; £415, terms, exchanges.—Highams Park Garage, Ltd., c/o Beverley Motors, Beverley Rd., Highams Park, London, E.4, Tel. Larkwood 7208/2031. [C1086]

**G. NORMAN & Co.**

**CITROEN** Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1, Vic. 2211. [C1076/R]

**H. W. MOTORS, Ltd.**, offer:—

1951 Citroen Light 15 saloon, black, red leather, sun roof, 25,000 miles, outstanding condition; £375. [C1092]

1949 Citroen Light 15, black, beige leather, fitted hood covers, 45hp, special aluminium wing guards, exceptional condition; £475.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

**DENHAM'S GARAGE (ESHER), Ltd.**, offer:—

1952 (Sept.) Citroen Light 15 saloon, black/red leather, immaculate condition, £665, see also our advertisements on page 63.—High St., Esher, Surrey, Tel. 3560/1. [C2775]

**CITROEN**  
**HAROLD SIMONS, Ltd.**, offer:—

1948 Citroen Light 15 saloon, high compression head, twin carburetors, 4-speed gear box, 25 m.p.g., heater, twin spot lights, leather trim, appearance almost as brand new, most amazing performance, definitely an enthusiast's car; £495; trade enquiries welcomed; 5 months' written guarantee, service and exchange deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0052-55. [C4015]

**JOHN S. TRUSCOTT, Ltd.**, for Citroen.

**OFFICIALLY** appointed retailers; new models from stock; several exceptionally fine post-war used models, including 1953 (May) Light 15, grey, red leather, 6,000 miles only; £795. [C1092]

**EXCHANGES** deferred terms.

173—Westbourne Grove, London W.11, Bay 4274. [C4055]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

1954 Citroen Light 15, mileage under 1,000, grey, and red leather; £395. [C1092]

1949 Citroen Light 15, black, red leather; £425. [C1092]

**COOMBS & SONS (GUILDFORD), Ltd.** Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

**WORTHINGTON MOTOR CO., Ltd.**, for Citroen sales, spares, service.—Tel. Worthing 717. [C1092]

£335—Light 15 sun saloon, grey/grey leather, any trial, H.P. exchange late pre-war.—37, Bury Old Rd., Preswick 2152, Manchester. [C1092]

**CITROEN** Light 15, choice of two at £475 and £495, both specimen cars.—H. A. Saunders, Ltd., 326-330, Easton Rd., N.W.1, Euston 4511. [C4041]

**ROADSTER** 12 in exceptional condition and unrepeatable at £265.—Taylor & Cravie, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1, Slo. 5213. [C4036]

1938 Citroen 12 fixed head coupe, impeccable condition throughout, built for export; £225.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. [C491]

**LIGHT** 15 Citroen saloon, 1950, superb specimen in condition, £475, exchange considered.—45, Shirehall Park, N.W.4, Hendon 1648. [C2562]

**BARGAIN** of the year!—1949 Citroen Light 15 saloon, French model, i.h.d., perfect condition, £525!! Can you compare this value!—A.Z. Motors, Palmerston Rd., N.W.6, Mal. 4723. [C1011]

**CITROEN** distributors for sales, service and spares demonstrations can be arranged for all models.—Rings Speedwell 9761, Gordon Cars (London), Ltd., 7-9, Russell Parade, Golders Green, N.W.11. [C0011/R]

£295!!—Citroen long chassis special 7/8-seater de luxe saloon, pre-war motor car, beautifully maintained, but looks and runs as well as 1950 model; 3 months' guarantee; hire purchase, exchanges. [C1092]

**LAMBS OF WOOD GREEN, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground). [C2052]

1948 Citroen Light 15 saloon, grey, fitted radio and heater, spot lamp, etc., really beautiful condition; £440.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11, Speedwell 7008. [C2019]

1952 Citroen 6-cylinder saloon, one owner, a very smart car, carefully maintained, black with brown leather, fitted heater, taxed year; £645.—Victoria Motors, 32, Long Milegate, opposite Victoria Station, S. 1549. [C1092]

£595—Citroen Light 15 s.r. saloon, June, 1951, met. grey and red, one owner, speedo reading 29,358, obviously genuine, nearly new Michelin tyres, 16 in. Dec. cellulose and chrome excellent, interior unmarked.—C. Baty & Sons, Ltd., Singer Distributors, Elin St., Sheffield, 1, Tel. 25202-3. [C1092]

**CITROEN CARS WANTED**  
**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3, Ham. 6041. [W4015/R]

**CAR SERVICE STATION (LONDON), Ltd.**

**THE** Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

**NORTH Circular Rd., Stonebridge Park, N.W.10.** Esar 5565 (5 lines). [W1000/R]

**CITROEN** wanted, his fifteen family model.—392, Southway Park Rd., London, S.E.16. [C1092]

**REQUIRED**, good used Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

£400 for one-owner, low-mileage 1949-50 Light 15.—Full details to R. Mason, 10, Claremont Crescent, Weston-super-Mare. [C1092]

**CITROEN**—John S. Truscott, Ltd., urgently required good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11, Bay 4274. [W4035]

**Citroen Spares and Service**  
**SOUTH** of the Thames.

**BALES**, of Croxson, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croxson 3131-2. [C1092]

**SHRIMPSTON'S MOTORS, Ltd.**, London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.E.3, Kensington 9464. [C1092]

**SPARES** and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1, Tel. Sloane 5490. [C1077/R]

**WIDCOMBE GARAGES, Ltd.**, Putney Rd., Bath 4863.—Citroen parts, reconditioned drive; trains 48-hr. [C1092]

**WOODFORD CAR MART**, Essex distributors for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhams 0017. [C2000/R]

**BOWES ROAD GARAGE & ENGINEERING CO., Ltd.**, Essex Rd., N.11 (Box 2284); specialists on Citroen body repairs and mechanical overhauls, service, 1949-50, 1951-52, 1953-54, 1955-56, 1957-58, 1959-60, 1961-62, 1963-64, 1965-66, 1967-68, 1969-70, 1971-72, 1973-74, 1975-76, 1977-78, 1979-80, 1981-82, 1983-84, 1985-86, 1987-88, 1989-90, 1991-92, 1993-94, 1995-96, 1997-98, 1999-00, 2001-02, 2003-04, 2005-06, 2007-08, 2009-10, 2011-12, 2013-14, 2015-16, 2017-18, 2019-20, 2021-22, 2023-24, 2025-26, 2027-28, 2029-30, 2031-32, 2033-34, 2035-36, 2037-38, 2039-40, 2041-42, 2043-44, 2045-46, 2047-48, 2049-50, 2051-52, 2053-54, 2055-56, 2057-58, 2059-60, 2061-62, 2063-64, 2065-66, 2067-68, 2069-70, 2071-72, 2073-74, 2075-76, 2077-78, 2079-80, 2081-82, 2083-84, 2085-86, 2087-88, 2089-90, 2091-92, 2093-94, 2095-96, 2097-98, 2099-00, 2101-02, 2103-04, 2105-06, 2107-08, 2109-10, 2111-12, 2113-14, 2115-16, 2117-18, 2119-20, 2121-22, 2123-24, 2125-26, 2127-28, 2129-30, 2131-32, 2133-34, 2135-36, 2137-38, 2139-40, 2141-42, 2143-44, 2145-46, 2147-48, 2149-50, 2151-52, 2153-54, 2155-56, 2157-58, 2159-60, 2161-62, 2163-64, 2165-66, 2167-68, 2169-70, 2171-72, 2173-74, 2175-76, 2177-78, 2179-80, 2181-82, 2183-84, 2185-86, 2187-88, 2189-90, 2191-92, 2193-94, 2195-96, 2197-98, 2199-00, 2201-02, 2203-04, 2205-06, 2207-08, 2209-10, 2211-12, 2213-14, 2215-16, 2217-18, 2219-20, 2221-22, 2223-24, 2225-26, 2227-28, 2229-30, 2231-32, 2233-34, 2235-36, 2237-38, 2239-40, 2241-42, 2243-44, 2245-46, 2247-48, 2249-50, 2251-52, 2253-54, 2255-56, 2257-58, 2259-60, 2261-62, 2263-64, 2265-66, 2267-68, 2269-70, 2271-72, 2273-74, 2275-76, 2277-78, 2279-80, 2281-82, 2283-84, 2285-86, 2287-88, 2289-90, 2291-92, 2293-94, 2295-96, 2297-98, 2299-00, 2301-02, 2303-04, 2305-06, 2307-08, 2309-10, 2311-12, 2313-14, 2315-16, 2317-18, 2319-20, 2321-22, 2323-24, 2325-26, 2327-28, 2329-30, 2331-32, 2333-34, 2335-36, 2337-38, 2339-40, 2341-42, 2343-44, 2345-46, 2347-48, 2349-50, 2351-52, 2353-54, 2355-56, 2357-58, 2359-60, 2361-62, 2363-64, 2365-66, 2367-68, 2369-70, 2371-72, 2373-74, 2375-76, 2377-78, 2379-80, 2381-82, 2383-84, 2385-86, 2387-88, 2389-90, 2391-92, 2393-94, 2395-96, 2397-98, 2399-00, 2401-02, 2403-04, 2405-06, 2407-08, 2409-10, 2411-12, 2413-14, 2415-16, 2417-18, 2419-20, 2421-22, 2423-24, 2425-26, 2427-28, 2429-30, 2431-32, 2433-34, 2435-36, 2437-38, 2439-40, 2441-42, 2443-44, 2445-46, 2447-48, 2449-50, 2451-52, 2453-54, 2455-56, 2457-58, 2459-60, 2461-62, 2463-64, 2465-66, 2467-68, 2469-70, 2471-72, 2473-74, 2475-76, 2477-78, 2479-80, 2481-82, 2483-84, 2485-86, 2487-88, 2489-90, 2491-92, 2493-94, 2495-96, 2497-98, 2499-00, 2501-02, 2503-04, 2505-06, 2507-08, 2509-10, 2511-12, 2513-14, 2515-16, 2517-18, 2519-20, 2521-22, 2523-24, 2525-26, 2527-28, 2529-30, 2531-32, 2533-34, 2535-36, 2537-38, 2539-40, 2541-42, 2543-44, 2545-46, 2547-48, 2549-50, 2551-52, 2553-54, 2555-56, 2557-58, 2559-60, 2561-62, 2563-64, 2565-66, 2567-68, 2569-70, 2571-72, 2573-74, 2575-76, 2577-78, 2579-80, 2581-82, 2583-84, 2585-86, 2587-88, 2589-90, 2591-92, 2593-94, 2595-96, 2597-98, 2599-00, 2601-02, 2603-04, 2605-06, 2607-08, 2609-10, 2611-12, 2613-14, 2615-16, 2617-18, 2619-20, 2621-22, 2623-24, 2625-26, 2627-28, 2629-30, 2631-32, 2633-34, 2635-36, 2637-38, 2639-40, 2641-42, 2643-44, 2645-46, 2647-48, 2649-50, 2651-52, 2653-54, 2655-56, 2657-58, 2659-60, 2661-62, 2663-64, 2665-66, 2667-68, 2669-70, 2671-72, 2673-74, 2675-76, 2677-78, 2679-80, 2681-82, 2683-84, 2685-86, 2687-88, 2689-90, 2691-92, 2693-94, 2695-96, 2697-98, 2699-00, 2701-02, 2703-04, 2705-06, 2707-08, 2709-10, 2711-12, 2713-14, 2715-16, 2717-18, 2719-20, 2721-22, 2723-24, 2725-26, 2727-28, 2729-30, 2731-32, 2733-34, 2735-36, 2737-38, 2739-40, 2741-42, 2743-44, 2745-46, 2747-48, 2749-50, 2751-52, 2753-54, 2755-56, 2757-58, 2759-60, 2761-62, 2763-64, 2765-66, 2767-68, 2769-70, 2771-72, 2773-74, 2775-76, 2777-78, 2779-80, 2781-82, 2783-84, 2785-86, 2787-88, 2789-90, 2791-92, 2793-94, 2795-96, 2797-98, 2799-00, 2801-02, 2803-04, 2805-06, 2807-08, 2809-10, 2811-12, 2813-14, 2815-16, 2817-18, 2819-20, 2821-22, 2823-24, 2825-26, 2827-28, 2829-30, 2831-32, 2833-34, 2835-36, 2837-38, 2839-40, 2841-42, 2843-44, 2845-46, 2847-48, 2849-50, 2851-52, 2853-54, 2855-56, 2857-58, 2859-60, 2861-62, 2863-64, 2865-66, 2867-68, 2869-70, 2871-72, 2873-74, 2875-76, 2877-78, 2879-80, 2881-82, 2883-84, 2885-86, 2887-88, 2889-90, 2891-92, 2893-94, 2895-96, 2897-98, 2899-00, 2901-02, 2903-04, 2905-06, 2907-08, 2909-10, 2911-12, 2913-14, 2915-16, 2917-18, 2919-20, 2921-22, 2923-24, 2925-26, 2927-28, 2929-30, 2931-32, 2933-34, 2935-36, 2937-38, 2939-40, 2941-42, 2943-44, 2945-46, 2947-48, 2949-50, 2951-52, 2953-54, 2955-56, 2957-58, 2959-60, 2961-62, 2963-64, 2965-66, 2967-68, 2969-70, 2971-72, 2973-74, 2975-76, 2977-78, 2979-80, 2981-82, 2983-84, 2985-86, 2987-88, 2989-90, 2991-92, 2993-94, 2995-96, 2997-98, 2999-00, 3001-02, 3003-04, 3005-06, 3007-08, 3009-10, 3011-12, 3013-14, 3015-16, 3017-18, 3019-20, 3021-22, 3023-24, 3025-26, 3027-28, 3029-30, 3031-32, 3033-34, 3035-36, 3037-38, 3039-40, 3041-42, 3043-44, 3045-46, 3047-48, 3049-50, 3051-52, 3053-54, 3055-56, 3057-58, 3059-60, 3061-62, 3063-64, 3065-66, 3067-68, 3069-70, 3071-72, 3073-74, 3075-76, 3077-78, 3079-80, 3081-82, 3083-84, 3085-86, 3087-88, 3089-90, 3091-92, 3093-94, 3095-96, 3097-98, 3099-00, 3101-02, 3103-04, 3105-06, 3107-08, 3109-10, 3111-12, 3113-14, 3115-16, 3117-18, 3119-20, 3121-22, 3123-24, 3125-26, 3127-28, 3129-30, 3131-32, 3133-34, 3135-36, 3137-38, 3139-40, 3141-42, 3143-44, 3145-46, 3147-48, 3149-50, 3151-52, 3153-54, 3155-56, 3157-58, 3159-60, 3161-62, 3163-64, 3165-66, 3167-68, 3169-70, 3171-72, 3173-74, 3175-76, 3177-78, 3179-80, 3181-82, 3183-84, 3185-86, 3187-88, 3189-90, 3191-92, 3193-94, 3195-96, 3197-98, 3199-00, 3201-02, 3203-04, 3205-06, 3207-08, 3209-10, 3211-12, 3213-14, 3215-16, 3217-18, 3219-20, 3221-22, 3223-24, 3225-26, 3227-28, 3229-30, 3231-32, 3233-34, 3235-36, 3237-38



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## DAIMLER

**1938** model Daimler 2½-litre saloon, finished in blue, exceptionally good condition: £395.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

**IMOUSINE**, 1939, EL 24 partition, forward occasional, black, privately chauffeured, mileage 35,000, immaculate, £635. First class condition, selection—£530.

**HIRECAR** Imousine, partitioned Park Ward, 1936/37hp, forward occasional, exceptional chassis, £225. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1036]

## Daimler Cars Wanted

## CHAIN OF EALING

**REQUIRE** used 2½-litre Daimlers.—Perivale 4404. [W1043]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## Daimler Spares and Service

**KINGSTON-ON-THAMES** Daimler agents and specialists.—W. Wilkin Ltd., 1, Weston Park and 84, Eden St. Kin. 2241-2. [W4015/R]

**DAIMLER** and Lanchester specialists.—Deunham Motors, 17, Atherton Mews, S.W.7. Western 4541. [W4016/R]

**ARCOT ENGINEERING**, Ltd.—Preslector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [W4016/R]

**CROYDON**,—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kiddermister Rd., Croydon 5775. [W4016/R]

**DAIMLER-ANCHESTER** specialists, service, chassis and coachwork repairs.—J. B. Tanebrone & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665. [W4016/R]

**DAIMLER** and Lanchester repairs, spares, gear boxes and a speciality, reasonable charges.—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [W4016/R]

## DARRACQ

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." [C1046]

## DELAGE

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." [C1046]

## Delage Spares and Service

**SELBORNE**, world concessionaires

**IN** association with

**WIMBUSH**

**COMPLETE** overhauls, body repairs, tuning

**REPAIRS & Service**, Headfort Place, S.W.1.

**SPARES** orders.—Head Office, 82, Park St., W.1. [W4019/R]

## DELAHAYE

**H.W. MOTORS, Ltd.**, offer:—

**1938** Delahaye 5-litre drop head coupe, black, red leather, new hood, most attractive and in exceptional condition throughout: £365.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

**SELBORNE (MAYFAIR)**, Ltd., World Concessionaires,

**IN** association with

**WIMBUSH**

**COMPLETE** overhauls, body repairs, tuning

**REPAIRS & Service**, Headfort Place, S.W.1.

**SPARES** orders.—Head Office, 82, Park St., W.1. [W4019/R]

## DELTAHAYE

**Chipstead Motors, Ltd.**—See our advertisement under "Sports Cars." [C1046]

## Delahaye Spares and Service

**SELBORNE**, world concessionaires.

**IN** association with

**WIMBUSH**

**COMPLETE** overhauls, body repairs, tuning

**REPAIRS & Service**, Headfort Place, S.W.1.

**SPARES** orders.—Head Office, 82, Park St., W.1. [W4019/R]

## D.K.W.

**THE** new 3-6 Sonderklasse D.K.W. now available for early delivery and demonstration.

**A** F.N. Ltd. (Sole Concessionaires), Falcon Works, London Rd., Isleworth, Middlesex, Hounslow 0011. [C2015]

**B & M** GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares.

**DKW** cars always available at reasonable prices: fully guaranteed new D.K.W. crankshafts at £25/10, sleeved blocks at £11; both offered on exchange basis; fitted by really trained expert fitters; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42A, St. Michaels St., Paddington, W.2. Paddington 6677. [W4016/R]

**D.K.W.** saloon, completely reconditioned by experts, new alloy body, coach painted, as new; £230, any trial.—Woo 6971. [W4016/R]

## D.K.W. Spares and Service

**NEW** big-engines and mains fitted to D.K.W. crankshafts.

**C F SMITH & Co.**, 83-85, St. John's Hill, Clapham Junction, Bal. 0871. [W4016/R]

**PARTS**, repairs, reasonable prices: D.K.W.s bought, sold.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [W4016/R]

**ARGENT** imports of genuine D.K.W. spares; L write for Auto Union approved price list.—Carr's Motors, Hardman St., Liverpool, Royal 5141 (4 lines). [W4016/R]

## DODGE

**DODGE** saloon, '56, 25hp, 18-20mpg, mechanically sound, luggage rack, 2 new tyres, taxed, insured; drive away: £70.—Wel. 0205. [W4016/R]

**1954** Dodge, 200 miles, radio and heater, hydraulic rhd.—Joe Thompson (Motors) Ltd., 91-95 Fulham Rd., S.W.3. Kensington 4858. [C4028]

## Dodge Spares and Service

**DODGE** specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [W4016/R]

## DYNA-PANHARD

**ROSE & YOUNG, Ltd.**, offer:—1951 model Dyna-Panhard saloon, blue: £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6464. [C3057]

## FIAT

**DICKS**.

**1940** Fiat 500 coupe, full 4-seater, highly economical: £225.

**DICKS CAR SALES**, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

**MAYFAIR GARAGES, Ltd.**—Large selection of post-war and pre-war Fiat.—Below.

**MAYFAIR GARAGES, Ltd.**—1954 Aronde delivery from stock.—Below.

**MAYFAIR GARAGES, Ltd.**—1950 (reg. '52) 500C ohv de luxe convertible coupe, dark blue with blue Tygan interior, heater, demister, bumper, extremely smart car with outstanding road performance, guaranteed: £465.—Below.

**MAYFAIR GARAGES, Ltd.**—1950 (reg. '52) 500C ohv de luxe convertible coupe, Fiat pale blue with Bedford cord interior, heater, demister, extremely smart car, scrupulously maintained since new, guaranteed: £465.—Below.

**MAYFAIR GARAGES, Ltd.**—1950 (reg. '52) 500C ohv de luxe convertible coupe, stone with Tygan lower covers, heater, demister, extremely smart car with outstanding performance, guaranteed: £450.—Below.

**MAYFAIR GARAGES, Ltd.**—1949 (reg. '51) 500B ohv de luxe hardtop coupe, black beige interior, extremely smart car with outstanding performance, guaranteed: £395.—Below.

**MAYFAIR GARAGES, Ltd.**—1942 (reg. '52) 500 de luxe 2nd series hardtop coupe, l/h. drive, black, Italian upholstery, roof grid, very smart car with excellent and economical road performance, guaranteed: £325.—Below.

**MAYFAIR GARAGES, Ltd.**—July, 1938, 1100 508C 4-door pillarless saloon, dark blue, beige leather upholstery, good tyres, outstanding condition throughout: £285.—Below.

**MAYFAIR GARAGES, Ltd.**—1939 500 2nd series de luxe full 4-seater, bronze, leather upholstery, smart car with excellent and economical road performance: £225.—Below.

**MAYFAIR GARAGES, Ltd.**—1938 model 500 hardtop coupe, green, excellent and economical road performance: £175.—Below.

**MAYFAIR GARAGES, Ltd.**—1938 500, complete but dismantled chassis with detached coupe body requiring repair, suitable for building a "special": £75.—Below.

**MAYFAIR GARAGES, Ltd.**—Descriptive literature, price list and copy of road test gladly sent on request.—Below.

**MAYFAIR GARAGES, Ltd.** (Fiat Sales and Service), W.1. Baldeston St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 5104-5. Open 9-6 Sats. 9-1. [C4018/R]

**225**—sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

**195**—blue, blue leather, good condition; terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [W4018/R]

**£175**—1957-8 Fiat 500cc 4-seater coupe, excellent condition; choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Bal. 1107-8. Sats. 9-1. [C3061]

**R. V. RUSHMER**, the Fiat specialist, offers exceptional 1939 de luxe 500 coupe, 2 owners only, showroom condition, £295, guaranteed: April, 49, 1160 saloon, Weber carburetor, guaranteed, £465.—39, Holland Park, W.11. Park 5751. [C3061]

## Fiat Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**S** & S. MOTORS pay more for Fiat.—165A, Westbourne Grove, W.11. Bayswater 1644. [W4018/R]

**MAYFAIR GARAGES, Ltd.**—Top cash prices for Fiat.—Baldeston St., W.1. Mayfair 5104. [W4018/R]

## Fiat Spares and Service

**FIAT** 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Byron 6026. [C3025/R]

**MAYFAIR GARAGES, Ltd.**—Fiat 500 reconditioned, exchange engines, pre- and post-war: £35; Fiat repairs and renovations at competitive prices.—Below.

**MAYFAIR GARAGES, Ltd.**—Baldeston St., W.1. Mayfair 5104, open 9-6, Sats. 9-1. [C3062/R]

**S. S. MOTORS**, Fiat 500cc spare stockists; retail and trade replacement service units.—165A, Westbourne Grove, W.11. Bay. 1644. [W4018/R]

**FIAT (ENGLAND)**, Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. [W4018/R]

**Grams**, Fiat, Wembley. [W4018/R]

**FIAT** 500, 1100 and 1500 full range spares, replacement parts new and used reconditioned bench-tested engines, starter motors, dynamo, radiators, springs in exchange.—Derrington, 159, London Rd., Kingston 5621-2. [S1071]

**REPAIRS** at reasonable prices! Parts, reconditioned and guaranteed suspensions 1100/1500 pair usually £20; shock absorbers, engines, gear boxes; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [W4018/R]

## FORD (8 h.p.)

**PERRY'S OF HARROW**

**HAVE** an excellent selection of post-war 8hp saloons available.

**PHONE** Harrow 4282 for details.

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Midd. (Opp. Bus Depot). [W4018/R]

**ALLAN TAYLOR MOTORS, Ltd.**, offer:—

**1937** Ford 8 saloon, good running order, taxed to December: £150.

**HIGH ST.**, Wandsworth, S.W.18. Tel. Vandyke 4433. [W4018/R]

**1939** Ford 8 saloon, black, good condition: £185.

**MAGDALEN MOTORS, Ltd.**, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersay 5573 and 7879. [C3005]

## FORD (8 h.p.)

## RAYMOND WAY.

## RAYMOND WAY OF KILBURN.

**RAYMOND WAY**, the Hire Purchase Specialists.

**1949** Ford 8 Anglia saloon, finished in attractive honey beige with red leather upholstery, 35,000 miles, new engine fitted at 27,000 miles; 310pns. HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [W4017/R]

**£295**—Ford 8 saloon 1947, black, smart condition throughout.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

**1950** Ford Anglia 10hp, heater, one owner: £375.—Hendon 8460. [C2074]

**FORD** 8hp saloon (1939), loose covers, black, good condition: £215.—Worthing 6123. [W4018/R]

**1950** Ford Anglia, lawn with red leather, immaculate condition: £335.—Putney 2770. [W4018/R]

**450**—1954 (March) Ford Anglia, new model, Weybridge 600. [C1023]

**1948** Ford Anglia, second engine, one owner: £295 or offer.—Pulham 5158. [W4018/R]

**1953** Ford Anglia, 3,500 miles, superb condition, twin rear lights, muf: £425.—Woking 2320 deposit.—Ford 8 1936; engine, gear box, rear axle, brakes and steering overhauled; taxed: colour black; cash £125.—Tudor 8073/Fit. 0295. [W4018/R]

**£65** deposit.—Ford 8 1936; engine, gear box, rear axle, brakes and steering overhauled; taxed: year, original green and black coachwork: £135.—Tudor 8073/Fit. 0295. [W4018/R]

**1949** Ford Anglia, new engine just fitted, in new condition throughout, taxed: £545.—Cole's Garages, Ltd., 42, Worple Rd., S.W.19 Wimbledon 0195. [C1054]

**1952** Anglia saloon, £375; also £465, £265, £245; red, exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3084/R]

**295**—condition, terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [W4018/R]

**PRIDE & CLARKE, Ltd.**—1953 Ford Anglia saloon, green/green, 7,000 miles, heater, £419; 1951, black/brown, £379; 1950, beige/brown (heater), black/green, choice three from £339, 1949, choice several from £309; 1948, black/red, £289; three months guarantee, terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068]

## Ford Eight Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**PRIVATELY** owned Ford 8 or 10-5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2057]

**DAGENHAM MOTORS, Ltd.**, Ford main dealers, wish to buy used Ford 8hp's.—Used Car Department, Hyde Park 4070. [W1066]

## FORD POPULAR

**FORD** Popular, grey, delivery mileage only: £420.—11, St. Nicholas Rd., Barry. [W2558]

**1954** Ford Popular 2-door saloon, 2,500 miles: £455. —British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane (adj. Leicester Sq. Tube stop), W.C.2. Temple Bar 3588. [C1027]

**£400**—Ford Popular, 2,000 miles, grey/blue, taxed December, trafficators, part exchange 1954 h.p. can be arranged.—H. Fielding, Lower Henley Rd., Caversham, Reading, Tel. Reading 72751. [W2755]

## FORD (10 h.p.)

**PERRY'S OF HARROW**

**HAVE** an excellent selection of post-war 10hp saloons available.

**PHONE** Harrow 4282 for details.

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middlesex (Opp. Bus Depot). [W4018/R]

**GLANFIELD LAWRENCE** offer:—

**1950** Ford Prefect, one owner, 26,000 miles, lawn, red upholstery: £399.—407, High Rd., N.12. Finchley 0091. [C2053]

**£425**—Ford Prefect 1949, leather upholstery, well maintained throughout. [C2062]

**£350**—Ford Prefect 1948, leather upholstery, smart condition.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

**FORDS** 10 Uill. post-w. 7-str., £80 spent: £305.—131, Headcorn Rd., Thornhill Heath, London. [W2086]

**WHY** accept less for your Ford Prefect saloon when you can get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

**1953** Ford Prefect: £500.—Hillingdon Motors, Ltd., Tel. Uxbridge 8588.

**1948** Ford Prefect, black, sound throughout: £335. —Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C2019]

**1952** (December) Prefect, black leather, heater, extras, taxed December, 19,000, immaculate: £485.—Croydon 9103. [W2705]

**C. J. MOTOR MART**—1952 Ford Prefect saloon, leather, 14,000 miles: £475; terms and exchanges.—5, Warren St., W.1. Euston 3523. [C1040]

**1952** Ford Prefect, low mileage, one owner, lawn/well mews, South Kensington, P.A. 0513. [C2014]

**£235**—1940 Ford Prefect 10hp 4-seater tourer, black, new hood: good value at £80 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1953** Ford Prefect saloon, 400 miles: £575.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane (adj. Leicester Sq. Tube stop), W.C.2. Temple Bar 3588. [C1027]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (10 h.p.)

**1950** (Sept.) Ford Prefect black saloon, brown leather, new engine fitted recently, re-chromed; this car has been maintained in our own workshops; £395.—New Cross 94 2. [2171]

**395** gns.—Ford Prefect, 1950 saloon, leather, heater, one owner, excellent condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C34018]

**PRIDE & CLARKE, Ltd.**—1953 Ford Prefect saloons, black brown, black/red, all low mileage, choice three; £499, 1951, green/brown, black/red, choice two, from £399; 1948, black/green, black/red, choice from £329; three months' guarantee; terms, exchange; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [3066]

## Ford Cars Wanted

**GOOD** Prefect wanted; immediate cash.—Lib. 1604 or Vig. 8978. [W3048]

**FORD** Prefect required, 1953; cash; collection anywhere.—Tel. Derby 45570. [2252]

**GARDNER & CO. (HENDON)** will buy your Ford Prefect.—Hendon 3559 and 8460. [W2074]

**MARSTON MOTOR CO., Ltd.**, for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R]

**DAGENHAM MOTORS, Ltd.**, Ford main dealers, wish to buy used Ford 10h.p.—Used Car Department, Hyde Park 4070. [W1066]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## FORD CONSUL

**RAYMOND WAY.**

**RAYMOND WAY OF KILBURN.**

**RAYMOND WAY, the Hire Purchase Specialists.**

**1951** Ford Consul saloon, in really immaculate condition throughout, fitted radio, heater, windscreen washers, leather upholstery, one owner only, 559gns.

**H**ire purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 20 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C34047]

**UTOMOBILIA, Ltd.**, offer:—

**1951** (June) Ford Consul 4-door de luxe saloon, colour pearl green, beige leather, radio, heater, low mileage, exceptional condition; choice of 2; £595.—Automobilia, Ltd., Pippcock Garage, Dorking 3504 5691. [C1089]

**CONSUL**, April, 1953, black, red leather, Underseal, heater; £630.—E. E. Kimbell & Co., Bournemouth, Northampton. [2025]

**1954** Ford Consul saloon, 5,000 miles only, spare unused, finished black, red interior, built-in radio, heater, flashing signals, chromium washers, taxed to December, as new throughout; £765, with written guarantee.—Motourists (London), Ltd., 51, North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018]

## Ford Consul Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**W**hy accept less for your Ford Consul saloon when you can get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234-2. [W2008]

**DAGENHAM MOTORS, Ltd.**, Ford main dealers, wish to buy used Ford Consul.—Used Car Department, Hyde Park 4070. [W1066]

## FORD ZEPHYR

**GATEHOUSE** offer:—

**1953** Ford Zephyr, Dorchester grey, 15,000 miles, one owner; £625.—Gatehouse Motors, 444, Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

**CHARLES POLLETT, Ltd.**, official Ford agents, offer:—

**1953** Ford Zephyr, black, leather, heater, radio, one owner, speedo reading 10,200 miles, superb order, serviced and guaranteed; £455.

**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE:** Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5536.

**A**lways a selection of Ford Zephyr with a written guarantee and free after-sales service at:—

**TAYLOR & ROOT, Ltd.**, 25, East Hill, Wandsworth, S.W.18. Batt. 2252. [C3022]

**1954** (March) Ford Zephyr, heater, leather, 1954 genuine 2,500 miles, as new; 790gns; choice of 2.

**RIPCO, Ltd.** (Zephyrs Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

**1954** model Zephyr saloon, black, maroon leather, heater and seat covers, 4,000 miles; £775.—Hobbs, East Putney, Tel. 4581. [C5010]

**FORD** Zephyr, 1955, grey, red leather, heater, one owner, screenwashers, low mileage, absolutely as new; £715.—Hillwood Motors, Mill Hill (London) 4232. [2628]

**1952** Zephyr saloon, one owner, low mileage, superb condition; £615.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6190. [C3037]

**1951** Zephyr saloon, fitted heater, etc., low mileage, guaranteed; £545; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5691. [C3034]

**£695**!!!—Ford Zephyr, black, red leather, one owner speedometer reads 7,000, extras worth £70, 1953 vehicle but looks and runs like brand new; 3 months' guarantee hire purchase, exchange.

**AMBS OF WOOD GREEN, Finchley Showrooms,** L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

**1953** Ford Zephyr, Winchester black, leather, heater, radio, one careful owner, genuinely like new; £715; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4035]

## FORD ZEPHYR

**ROSE & YOUNG, Ltd.**, offer 1953 model Ford Zephyr saloon, fitted heater, 12,000 miles only, one owner, as new; £665.—65-67, Sternhold Ave., Stratham Hill, S.W.2 (1 minute Stratham Hill Station), Tube Hill 6464. [C3057]

**675** gns.—Ford Zephyr, 1953 saloon, Dorchester grey, one owner 10,000 miles, spare unused, taxed, terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C34016]

**PRIDE & CLARKE, Ltd.**—1953 Ford Zephyr saloon, green/beige leather, 21,000 miles, one owner, £629; 1952, black/beige, low mileage, heater, £599; three months' guarantee; terms, exchange; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3066]

## Ford Zephyr Cars Wanted

**TOP** price paid for Zephyr or similar type car; trade or privately.—54, Stratham Hill, S.W.2. Tube Hill 2676. [W3016]

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**DAGENHAM MOTORS, Ltd.**, Ford main dealers, wish to buy used Ford Zephyrs.—Used Car Department, Hyde Park 4070. [W1066]

## FORD MERCURY

**DICKS.**

**1939** Ford Mercury saloon, privately used, ready for immediate hard wear, not ex-W.D.; £225.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maids Vale 6688-9. [C1072]

**1949** Mercury 4-door saloon, radio and heater; £695.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

**1948** Ford Mercury, right hand drive, grey, brown leather, very clean car throughout; £395.—Cyril Sheppard of Roehampton, Kenning 2345. [2793]

## FORD (V.8)

**DICKS.**

**1949** Ford Pilot saloon, carefully used; £350.

**DICKS CAR SALES, Ltd.**, 385-401, High Rd., Kilburn, Maids Vale 6688-9. [C1072]

**CAR MART, Ltd.**

**1950** Ford Pilot saloon, radio, heater; £425.—Car Mart, Ltd., 382, Stratham Hill High Rd., S.W.16. Stratham Hill 0254. [C1039]

**1937** Ford V.8 22hp saloon, beige, taxed, good condition, new tyres, battery; £170.—Ruisslip 2504. [2719]

**1949** (registered) Ford V.8 Mercury 721hp utility, guaranteed, £165; also 1938 V.8 saloon, guaranteed, £180; payments.—Oldfield 386, Kensington High St., W.14. Wes. 6631. [C3029]

**1948** (August) Pilot, black, leather, radio, heater, 37,000, exceptionally clean car; £375.—Campbell Symonds, Wembley 6262. [C1037]

**G & M ALFRED'S**, (1956), Ltd., formerly Guy Alfred's, 1951 Ford Pilot saloon, immaculate condition, above average; £425.—6-7, Warren St., W.1. Euston 3268. [C1005]

**WALTER SCOTT, Ltd.**—1950 Ford Pilot, black, leather, heater, low mileage, almost new condition; £425.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Pri. 5914. [C4006]

**1951** maculate coachwork, leather, heater; bargain 369gns, terms, exchange.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [2645]

**1950** (Sept.) Ford Pilot, black, 32,000 miles, one owner, heater, good tyres, nice condition; £455.—R. S. Mead (Sales), Ltd., 42 Queen St. Maidenhead, Tel. Maidenhead 3431-2. [C3011]

**£225**—1937 Ford 30hp 8-seater, disappearing seats, wooden body, outstanding condition and highly recommended; or £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1951** Ford Pilot saloon, black, leather, fitted radio, heater, exceptional condition guaranteed; £425; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5691. [C3054]

**G & M ALFRED'S**, (1956), Ltd., formerly Guy Alfred's, 1949 registered J.B.M. (Ford V.8) competition 4-seater sports tourer, reconditioned engine just fitted, recoloured, very attractive; £325 only.—6-7, Warren St., W.1. Euston 3268. [C1005/1]

**395** gns.—Ford V.8 Pilot, late 1950 saloon, leather, heater, one owner, good tyres, excellent condition; choice of 3 Pilots; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

**1950** Ford V.8 Pilot saloon, pastel green, one owner, since new, leather upholstery, heater, really outstanding appearance and mechanical condition; £595.—Garage Service, Ltd., 1015, Finchley Rd., Golders Green, N.W.11. Speedwell 3008. [C2019]

## Ford V.8 Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## AMERICAN FORD

**SIMPSON'S** offer

**1952** Ford convertible, Fordomatic gear, fitted all extras, the same as new; £1,000.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 2691 3903. [C4015]

**ON** all matters of sales, spare parts repairs and service, contact us, the sales and service experts in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9. [0749/R]

**UTILITY—FORD OR OTHER BODIES**

**1939** Ford Prefect utility, reconditioned engine, gear box, back axle, new tyres, smart appearance; £175.—Gla. 1706. [2685]

## Ford Miscellaneous Cars Wanted

**R**

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Ford.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## Ford Miscellaneous Cars Wanted

**OFFORD & SONS, Ltd.** (Established over 160 years), would like to purchase Ford saloon cars.—67, George St., W.1. Wel. 6899. [2462]

## Ford Spares and Service

**NORMAND, Ltd.**

**MODERN** equipment handled by a skilled staff ensures good service.

**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665. [0228]

**ALLAN TAYLOR (MOTORS) Ltd**

**A** HIGH St., Wandsworth, S.W.18

**MAIN** Ford dealers.

**L**ARGE stock of genuine Ford parts.

**VANDYKE** 4433 (5 lines). [0514/R]

**FRANK G. GATES, Ltd.**, High Rd., Woodford Green (Tol. Wandstead 2233), main Ford dealers, service and all spares. [0095/R]

**W**e have one of the biggest stocks of Enfo spares in the country from model A. V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Port House, New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [S3065/R]

## Frazier Nash Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Frazier Nash.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## FRAZER NASH-B.M.W.

**MAIDSTONE ENGINEERING CO.**

**1947-8** Frazer Nash-B.M.W. Type 328 2-seater sportsman's roadster, refinished in maroon with black leather interior, r.h.d.; this car is capable of over 100mph and will cruise at 90mph with 30mpg; 2 owners from new, and guaranteed mileage of 29,000; fitted Scintilla magneto, etc.; £575, terms, exchange.

**C**hancey St., Pendleton, Salford, 6, Manchester, Penn. 3457. [C3000]

**PERFORMANCE CARS**—Good selection always available, written guarantee.—See under "Sports Cars".

**1937** Type 45 B.M.W. 2-door saloon, recent £100 overhaul; £175.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

**1955** gns.—Frazer Nash-B.M.W., 1959 (registered 1948) 2-litre type 320 Continental sports saloon, i.h.d., good condition; terms, exchange.—Rowland Smith, below. [C4018]

**145** gns.—Frazer Nash-B.M.W., 1936 2-litre convertible saloon, leather, very good condition; terms, exchange, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3018]

**FRAZER NASH-B.M.W.**, 1939 type 328 2-seater roadster, finished cream, capable of speeds in excess of 100 m.p.h., 3 carburetors, this is the model eventually developed into the post-war Bristol, a genuine example of this fast and economical model, recent complete engine overhaul taxed; £525; terms, exchange.—Loddon Bridge Motors, Ltd., Earley, nr. Reading, Berks. Reading 61602. [2748]

## Frazier Nash-B.M.W. Cars Wanted

**ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Frazier Nash-B.M.W.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

## Frazier Nash-B.M.W. Spares and Service

**REPAIRS** at reasonable prices! Parts, reconditioned shock absorbers, gear boxes, engines.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0980]

## HEALEY

**B. J. HUNTER, Ltd.**, offer:—

**1947** Healey sports 2-seater, tuned to 120 m.p.h., attractive; £450.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**ROSE & YOUNG, Ltd.**, offer:—

**1949** Healey Sportsmobile drop head 4-seater sports, fitted H.M.V. radio and heater, exceptional condition; cost nearly £2,000 new, blue, £665.—65-69, Sternhold Ave., Stratham Hill S.W.2 (one minute Stratham Hill Station), Tube Hill 6464. [C3057]

**GUY SALMON AUTOMOBILES** offer:—

**1953** Healey F-type Abbott coupe, 6,000 miles only, H.M.V. radio, as new; £1,450.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-5. [C4001]

**A CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. A Welwyn 481-2-3, offer:—

**1951** Healey Abbott coupe, finished black, red leather, new beige hood, immaculate condition throughout; £550.

**1952** Healey Tickford saloon, F-type chassis, bronze, red leather, radio, one owner, beautifully finished; £1,195.

**1951** Healey Tickford saloon, finished black, red leather, radio, heater, spotlamp, many extras, immaculate condition throughout; £895. [C1061]

**BROOKLANDS**, Sole concessionaire Healey, stock new 4-seater saloon by Tickford and coupe by Abbott.

**1954** series Healey Abbott d.h. coupe.

**1952** Healey Tickford saloon.

**1951** Healey Abbott coupe and Tickford saloon.

**BUY** or sell with confidence, open 9 until 7.

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

**HEALEY** 1948 sports saloon, original cost £2,000, very fast, an enthusiast's car; £525.—D. Millward & Co., 275, Dunstable Rd., Luton. [12720]

**£850**!!!—1951 Healey Tickford saloon, one owner, 17,000 miles recorded, sun roof, heater, new tyres, taxed, black, grey leather; a beautiful example of these fine cars.

**B**rian PINGLASS, Bugatti Sales & Service, 2, Pembroke House, W.11. Bayswater 5951. After 6, Tulse Hill 4755. [C2009]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HEALEY

**1952** Alvis-Healey 3-seater convertible, 100 mph, 23mpg, every conceivable extra, superb condition. £395.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

**1953** (August) first registered, streamline saloon, metallic green, concealed spare wheels in front wings, extras, whole car as new, mileage only 6,500.—Tel. Hurslipierpoint (Sussex) 2222. (2675)

**1950** (March) Healey Silverstone, colour red with lawn upholstery, never been raced or entered in competitions, nice attractive sports car, handles beautifully. £495.—Star Motors, Albion St., Wallasey, Cheshire. Tel. Wallasey 1365. (2503)

## Healey Cars Wanted

CASH for Healey; photograph and particulars, please.—Buxton, Whiteways, Frimley Green, Surrey. (2699)

PERFORMANCE CARS urgently require Healers.—Great West Rd.—Brentford, Middlesex. Ealing 8941. (W3041)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A Welwyn 481.2/3, urgently require Tickford & Elliott saloons, also Alvis coupes. (W1001)

## HILLMAN 10

CAR MART, Ltd.

**1953** Hillman Minx 21 model saloon; £675.

**1952** Hillman Minx saloon, heater; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Mayfair 5151. (C1039)

SLOCUMBS, Ltd.

**1952** Hillman Minx, 10,000 miles, fitted with heater and loose covers; this car is in as new condition throughout; £265, with 3 months' guarantee. H.P. terms if desired; part exchanges with either cars or motor cycles.—Slocumbs, Ltd., 38-52, Dundas Hill Lane, Wileiden, N.W.10. Wileiden 4369 (2 minutes from Hill Underground Station). (C4017)

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

**1937** Hillman Minx saloon, two-tone grey with red leather upholstery, exceptionally clean for its age, mechanically sound throughout; £179s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £300 to choose from. (C4047)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6.

Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards).

B. J. HUNTER, Ltd., offer:—

**1951** Hillman Minx saloon, immaculate condition; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 5303. (C2040)

REGENT SERVICE GARAGE.

AUTHORISED Hillman retailers and stockists, spares and service.

OFFER:—

**1947** Minx, black, maroon cloth and leather, heater, fog lamp, S.S. roof, taxed year out-standing, example, maximum exchange allowance, finance facilities, will demonstrate anywhere; £335.

Minx drop head coupe, extremely nice car, nominal mileage, taxed year; £160.

CONSULT us for delivery and part exchanges on new Minx.

**291**—235, Ballards Lane, North Finchley, London, N.12. Hillside 4011/4405. (2545)

AUTOMOBILIA, Ltd., offer:—

**1952** Hillman Minx 4-door de luxe saloon, black, brown hide, heater, radio, low mileage, excellent condition;—Automobilia, Ltd., Pipbrook Garage, Dorking 4304/3591. (C1089)

JACK POZNER (AUTOS) offer:—

**1948** Hillman Minx, immaculate; £395.

**1946** Minx convertible, immaculate; £385.—395, Hendon Way, N.W.4. Hendon 1425-4. (C3063)

WARWICK WRIGHT, Ltd., offer:—

**1953** Hillman Minx Mark VI saloon, black, 6,000 miles, £665; another in blue, similar mileage.

**1952** Hillman Minx Mark V saloon, blue, 29,000 miles, £565; another in claret, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

WANDSTADT MOTORS, Ltd., offer:—

**1952** (December) Hillman Minx saloon, black, 12,000 miles only, radio, heater, other extras; £450.

WANDSTADT MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. (C4042)

C.M.I. CAR SALES (Pri. 66250), offer:—

**1951** Hillman Minx saloon, black, brown leather, good condition; £515.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

HENDON CENTRAL GARAGE, Ltd., offer:—

**1952** series Hillman Minx drop head coupe, fitted with P.V.C. hood, in excellent condition throughout; £585.

**1950** Minx saloon, one owner, low mileage. £100 extras; £535.

**1939** Hillman Minx saloon, taxed year, very good condition; £250.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

Rootes Group Dealers.

**100**—Hillman Minx saloon black; £495.

MARLBOROUGH Works Kenton Tel. Wordsworth 7805 (5 lines) (C1003)

## HILLMAN 10

H. A. SAUNDERS, Ltd., Golders Green, offer:—

**1947** (April) Hillman 10 drop head coupe, highly recommended; £530.

AUSTIN House, 140-142, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (C4004)

£795.—Hillman Minx Californian hard top, blue and grey, as new.

£695.—1955 Hillman Minx Phase VI saloon, blue, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. (C1070)

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group products, specialists in purchase and sale of

GUARANTEED used Hillmans.

A SELECTION from our stock:—

**1953** (Mar.) Hillman estate car, Mark VI, finished in green with brown interior, fitted

Rootes heater, Ace Rumbellishers, fog lamp, etc. one owner, 25,000 miles only, showroom condition throughout; £635.

**1952** Hillman Minx Mark V saloon, finished in

hire purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHENIX MOTOR COMPANY (SURREY), Ltd.,

Phenix House, High St., Sutton, Surrey. Vigilant 1121. (C1074)

£385.—Hillman 10 1947 d.h. coupe, excellent cellulose, hood, mechanical condition, etc.; many

others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, H.P. (C1017)

**1953** (July) Hillman Minx saloon, black red, 7,000 miles, as new; £645.—Dobsons, Ltd. (Hillman Agents), Staines 801. Cambridge 3096. (C1074)

**1946** Hillman 10 (reg. 1951), excellent condition; compare this value; £315/11.—A.Z. Motors,

Palmerston Rd., N.W.6. Mai. 4723. (C1011)

**1947** Hillman Minx coupe, blue, an attractive, clean car; £375.—H. A. Saunders, Ltd., 29, 330, Euston Rd., N.W.1. Euston 4511. (C4041)

**1953** (September) estate wagon, only 3,000 miles, heater, owner leaving; £700.—Gertler, 26, Millington Rd., Woking 1135. (C1078)

**1953** Hillman Minx Mk VI, maroon, radio, 7,000 miles; £665.—R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. (C4056)

**1953** (October) Californian hard top, cream and black, heater, 3,000 miles, as new; £750.—S. S. W. Putney, Tel. 4581. (C1010)

**1952** (November) Hillman Minx convertible, blue, fawn, 17,500; £600.—Speirs, 5, The Woodbines, Sunningfield Lane, Cheltenham. (2606)

**1946** (June) Minx drop head coupe, in excellent condition throughout; £345.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. (2490)

**1953** Hillman Minx convertible coupe, 1953, quartz blue, radio, heater, white side wall tyres and many other extras, taxed year; £695.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.5. Fremantle 8401. (C1018)

**1950** (Nov.) Hillman Minx saloon, black, dark fawn interior, demisters, taxed December, one owner, genuine 12,000 miles only, brand new condition, one out of the blue; £375.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1905. Tel. Wallington 3335. (C1018)

HILLMAN Mark registered December 1952, immaculate condition, fitted standard hand controls; nearest £700 secure, offers considered without hand controls.

**1948** Hillman Minx saloon, black with red upholstery, sun roof, steering column gear change, a good example of this popular car; £375.—L. F. Dowd Ltd., Tel. 1282. (C1078)

**1952** Hillman Minx coupe, green, one owner, low

£385.—R. S. Mead, 1, The Elms, 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (C1011)

**1945** Hillman 10 saloon de luxe, grey, excellent condition, bargain price; also choice

**1942** Hillman 10, £245, and 1952 Hillman 10, £195; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

TANKARD & SMITH, Ltd., offer 1951 Hillman Minx saloon, black/brown leather, heater, exceptional condition; £325; three months' written guarantee.—134/136, King's Rd., Chelsea, S.W.3. Faxman 4901. (C4026)

**1947** Hillman Minx 4-door saloon, black, 22,000 miles, excellent condition; £395; private A. Uglov, 77, Station Rd., Chingford, E.4. Silverthorn 2565. (2766)

**565**—Hillman Minx, September 1952, Phase V saloon, pastel green, heater, one owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hampstead 6041. (C4018)

**1939** Hillman 10hp 4-door saloon, smart car, in good running order, inspection invited; £210 or £70 deposit, balance over 18 months; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106 and 4105. (C4071)

PRIDE & CLARKE, Ltd.—1955 Hillman Minx saloons, black/red, 7,000 miles, radio; £639; 1952 convertible, maroon/leather, 21,000 miles, radio; £579; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C3068)

## Hillman Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

EMA 2168. Grove Rd., Southsea. Portsmouth 0409/R

WHY accept less for your Hillman Minx saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

## Hillman Cars Wanted

R

ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677)

MAIDSTONE.—(Maidstone 3535).

CANTERBURY.—(Canterbury 3252).

WROTHAM HEATH.—(Borough Green 4)

ROCHESTER.—(Chatham 2231).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (10138/R)

GOOD Minx wanted; immediate cash.—Lth. 1804 or Vig. 8978. (W3048)

HILLMAN Minx saloon wanted, 1952-54.—Gordon Wooders, 48a, Drevett Rd., S.W.16. Streatham 8638. (C405)

HILLMAN estate car, Ph. V or VI.—Full particulars please to G. Battey & Sons, Ltd., Elm St., Sheffield, 1. Tel. 25202-5. (2642)

XXX H. F. Edwards offer immediate cash for 25, 50, Upper High St., Epsom, Surrey. Tel. Cripplegate 940. (W2001)

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (1008 R)

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripp & Co., Ltd., Parliament St., Nottingham. Tel. 4651. (3552 R)

## Hillman Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405-9, King St., W.8. Riv. 5665. (322)

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (50 years), well-equipped works servicing, retooling and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Remover 1135. (1967 R)

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albion Garage Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippelway 1245. (1459/R)

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discounts.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (3953)

## H.R.G. Cars Wanted

JOHNSON & BROWN wish to purchase H.R.G. car.—Ringers Rd., Bromley, Kent (20 mins. Victoria)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hamstead (Tube) N.W.3. Ham. 6041. (W4018/R)

## H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6244.

SPARE parts.

SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. (3534 R)

## HUDSON

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

**1948** Hudson Super 6 saloon, 22hp, finished dark blue, blue leather, heater, radio, 5 new

tyres, new battery, recently overhauled at Hudson's; excellent condition throughout; £625. (C1014)

£165.—1957 Hudson 22 4-door saloon, in good condition, beautiful leather upholstery; £78

down.

**1940** Hudson 28hp Country Club saloon, column gear change, a nice runner; £65

down.—Bray Motors, 190-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**1945**—Hudson 1937 model 22hp saloon de luxe, also choice 1938 17hp saloon; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

## Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane Manchester, 19. Riv. 2874-5. (10661/R)

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discounts.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (3953)

HUDSON MOTORS, Ltd., Great West Rd., London.

W.A. Chiswick 3621, first-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors Ltd. (10065 R)

## HUMBER

ACRES offer:—

**1951** Humber Super Snipe, black with brown leather upholstery, radio and heater, immaculate condition; £595.

**1952** Humber Super Snipe, metallic grey, many extras, low mileage, indistinguishable from new; £750.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccanay 2311. (C1002)

**1951** Humber Hawk, black/red; £585.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. (C2035)

HUMBER 16, in excellent condition; 25 mpg; £120

—Folds Farm, Calver, near Sheffield. (2877)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

## CAR MART, Ltd.

**1948** -49 Humber Pullman limousine, radio, heater; marked throughout, really worth double: £445. DOUGLAS CAR SALES, 805-822, Great Cambridge Rd., Enfield. Tel. Enfield 5150. [C1075]

## L. F. WARD, Ltd.

**1947** Humber Hawk, black, brown leather throughout, in excellent condition. L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045]

**1948** Humber Hawk sun saloon, black, heater, one owner, reconditioned: £450—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4444. [C1022]

## B. J. HUNTER, Ltd. offer:—

**1951** Humber Hawk saloon, late diplomat's car, chauffeur maintained: £625. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6503. [C2040]

## TOM GARNER, Ltd. offer:—

**1952** Humber Imperial Mark III 7-passenger saloon, heater: £1195. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-67. [C2020]

## OVERSEAS CARS, Ltd. offer:—

**1950** Humber Super Snipe, black, fawn, heater, one owner, 22,000-odd miles, condition immaculate: £575. For other Overseas Car bargains see page 61, May 14 issue. OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3, Kensington 7475. [C3051]

## H. A. SAUNDERS, Ltd. offer:—

**1952** Humber Hawk saloon, bronze, red upholstery, heater, recorded mileage 10,850, £775. 836 -842, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

## WARWICK WRIGHT, Ltd. offer:—

**1952** Humber Super Snipe Mark III saloon, black, radio and heater, 12,000 miles: £795. WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 6701. [C4045]

## CHARLES RICKARDS, Ltd. offer:—

**1951** (Oct.) Humber Super Snipe, fitted radio and heater, chauffeur maintained, faultless condition, taxed for year: £625. 56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch), Pad. 1820. [C3050]

## PETER BANTOCK CAR SALES offer:—

**1947** Humber Pullman, black/beige: £450.—104, H. M. CAR SALES (Pri. 6623), offer:—

## C.M.I. CAR SALES (Pri. 6623), offer:—

**1949** Humber Super Snipe saloon, black, very clean: £485. THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

## M.A., Ltd., Grove Rd. South, Southsea.

**1954** (March) Humber Hawk saloon, colour desert sand with red upholstery, fitted heater, etc., 2,400 miles only: £525.—E.M.A., Ltd., Rootes Group Distributors, Grove Rd. South, Southsea. Portsmouth 2168. [C2095]

## HENDON CENTRAL GARAGE, Ltd. offer:—

**1951** (June) Humber Super Snipe, one owner, taxed year, spotless condition: £590.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5. [C2034]

## H. M. BENTLEY &amp; PARTNERS, Ltd. offer:—

**1951** (September) Humber Hawk, one owner, 16,000 miles, heater, taxed: £625. 9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

## COOMBS &amp; SONS (GUILDFOOT), Ltd. offer:—

**1951** Humber Super Snipe, green with beige leather, mileage 35,000: £595. COOMBS & SONS (GUILDFOOT), Ltd., Portsmouth Rd., Guildford, Guildford 6247-8-9. [C1057]

## D. J. SHEPHERD &amp; CO. (ENFIELD), Ltd. offer:—

**1949** Humber Snipe 18hp saloon, black, brown interior, fitted with four new Goodyear Eagle tyres, excellent condition: £395.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C3039]

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C3036]

PHENIX MOTOR CO. (SURREY), Ltd., for all Routes

Group products: specialists in purchase and sales of GUARANTEED used Humbers

WAIT a moment! Have you asked if we have a car

in stock to suit your requirements and what price we will allow you on your present car? There are many advantages in dealing with a Company who give you a "good deal" for your money and "after sales" service; don't delay—ring us now! Vigilant 1121.

HIRE purchase and your car wanted in part exchange.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix

House, High St., Sutton, Surrey, Vigilant 1121. [C3044]

1950 Humber S. Snipe Tickford coupe, green, excel-

lent, radio, heater.—Tickford, Ltd., Temple Bar 3358. [C4029]

HUMBER

**1951** (June) Humber Super Snipe, grey, heater, one owner, moderate mileage, taxed year: £550.—

1951 Humber Super Snipe, one fastidious owner,

colour green and beige, taxed year, complete history supplied, whole car in immaculate condition: £615.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C5011]

1953 Humber Hawk, light blue, immaculate, low

mileage: £550.—Steele Griffiths, London, S.E.5, Rodney 2201. [C2761]

1949 Humber Super Snipe, black with brown hide

interior, very fine condition, one owner only: £425. HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12, Tel. Ilford 3151 2. [C2803]

HUMBER Super Snipe, black with red upholstery,

Mark III, as new, registered 1952, genuine 6,000 miles: £750.—Tel. Sittingbourne 852. [C2794]

G & M ALPHREDS (1956), Ltd.—1952 Humber

W.1. Euston Hawk saloon, superb—6-7, Warren St., [C1005]

1952 Humber Super Snipe, satin bronze, heater

and screen washer, one owner, 27,000 miles, any trial: £650.—Bakers of Wallingford, Tel. 2281. [C2605]

1952 Mark IV Hawk, black and beige, heater, ex-

ceptionally clean car: £675.—Campbell Symonds, Perivale 4456. [C1017]

1953 Humber Super Snipe, metallic green, 6,000

miles, as new: £1,095.—H. C. Paul, Ltd., High Bruton Place, W.1. Mayfair 0821-2. [C3040]

1948 Humber Hawk saloon, one owner, clean,—

Armitage Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [C3291]

1950 Humber Hawk saloon, black, brown leather,

very clean: £525.—Trinity Cars, Ltd., 94, North Side, War-dsworth Common, S.W.18. Vandyke 1166. [C4034]

1951 Humber Super Snipe, Mark III, one owner,

low mileage, with heater and luggage rack: £675.—Davenport, Vernon & Co., Ltd., High St., High Wycombe, Tel. 2400. [C3040]

JACK ROSE, Ltd. offer 1953 Humber Super Snipe

saloon, in black with red upholstery, almost unmarked, low mileage: £595.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

£745!!!—Super Snipe saloon, 1952, in bronze with

red leather upholstery, one very fussy owner, the whole car in most delightful condition, fitted seat-covers and screen washers. [C495]

£495!!!—Super Snipe saloon, 1950, personal town

car of City stockbroker, sprightly used. [C195]

£195!!!—Superb large snipe, Super Snipe drop head

four-seater coupe, 1939, a roomy, beautiful car giving a smooth comfortable ride, similar features to post-war Super Snipe. [C195]

CHOICE of six Snipe saloons 1956-1959; from £65.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1055]

1951 Humber Hawk saloon, one owner, carefully

used car, irreproachable condition throughout, heater; sacrifice price: 575cns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0967-8-9. [C2644]

£575!!!—1950 Humber Hawk de luxe saloon, one

owner, speedometer read 12,000, and a whole vehicle looks beautiful, leather upholstery, sun roof, heater, etc., etc.; 3 months' guarantee; hire purchase, exchanges. [C2586]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-

425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1948 Humber Hawk saloon, black, recon, engine

covers, Lucas Flame-thrower, a really nice motor car: £465.—Ashted Motor Works, Ashted, Surrey, Tel. 2586. [C2586]

575cns.—Humber Hawk, 1951 model Mark IV

saloon, sliding head, heater, one owner, excellent condition, terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

HUMBER Super Snipe, 1952, sun metal grey, grey

hide interior, heater, 29,000 miles, a clean, tidy large car, this is not a car in our normal range and is offered at the very reasonable price of £595.—Bristol Street Motors, Ltd., Main Ford Dealers, 164-182, Bristol St., Birmingham, 5. Tel. Midland 5861-5 or Midland 12631. [C2631]

A & S Limousines, extensive selection low mileage

first class condition Humbers, guarantee certificate, ready service. L. MOOSINE, 1938, Pullman, partition, 7-forward, black, exceptional throughout, certified mechanically, low cost. [C1051]

L. MOOSINE, 1947, mired edge Pullman, partition,

leather throughout, forward occasional, black, meticulously maintained: £670. [C1051]

L. MOOSINE, privately chauffeured Humbers, 1949/50,

partition, forward occasional, leather, also cloth upholstery, radio, heater, certified mechanically, ready service, competitive trade prices. [C1051]

7-passenger 1951 Imperial Saloons, leather, heater,

radio, black, genuine low mileages, selection from: £925. L. MOOSINE, 1951 Pullmans, leather, also cloth, heater, radio, first class condition, from: £945. Alpe & Saunders Ltd., Providence Court, North Ashley Street, Mayfair-2941. [C1006]

Humber Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers—Highest cash

prices for Humber.—Hampstead (Tube) N.W.3, Ham. 6041. [C4018/R]

EMA, Ltd., Grove Rd., Southsea, Portsmouth

2168. [C4018/R]

TOP prices paid for 1950-51-52 Pullman limousines,

Woodall Nicholson, Ltd., Well Lane, Halifax, Tel. 4231. [C030/R]

XXX H. F. Edwards offer immediate cash for

Humber cars.—Details please to: 28-30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]

Humber Cars Wanted

R. COOTES, Ltd.

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

ROCHESTER.—(Chatham 2251.)

WROTHAM HEATH.—(Borough Green 4.)

MAIDSTONE.—(Maidstone 3333.)

MANCHESTER.—129, Deansgate (Blackfriars 6677.)

CANTERBURY.—(Canterbury 3252.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1.

TOP price paid for Humber or similar type car; trade

or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016]

BIRMINGHAM and Midlands—Low-mileage Humber

modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [C0086/R]

WANTED, Humber Super Snipe Mk. III chassis,

utility body advantage, not essential condition engine immaterial.—Full particulars and price, Craig Tenterden. [C2568]

CRIPPS of Nottingham, urgently require all types of

Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham, Tel. 46581. [C0553/R]

7-PASSENGER 1946/48 50 52 Limousines and

Imperial Saloons, also private 1955 59 Limousines required immediately, cash waiting, Alpe & Saunders Ltd., Providence Court, North Ashley Street, Mayfair-2941. [W1006]

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See ad. under Parts & Accessories. [C0598/R]

REPAIRS at reasonable prices; parts, gears, recon-

ditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C0940]

JAGUAR

H. ENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor

HENLYS House, 385, Euston Rd., N.W.1. (Euston

DEPOTS at:—

MANCHESTER (Blackfriars 7843)

BRISTOL (Bristol 21526)

BOURNEMOUTH (Bournemouth 6314)

NORTHAMPTON (Northampton 907)

CAMBERLEY (Camberley 77)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0061)

GREAT West Rd. (Reading 3477). Official JAGUAR

Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents.

ACRES offer:—

1951 Jaguar XK120 roadster, royal blue and silver,

9,000 miles only, fully modified, never raced, as brand new, £995, choice of 2 others. ACRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002a]

SLOCOMBES, Ltd.

XK120.—We offer once again outstanding value

in a very pleasant example of this most desirable car—age price £855 finished in fadeless maroon with matching hood and screens in Verde, fitted heater, R.A.C. inspection welcomed; part exchanges, cars or motor cycles, deferred terms with pleasure.—Stommes, Ltd., 35-52, Dudden Hill Lane, Willesden, N.W.10, Willesden 4369 (2 minutes Dollis Hill Underground station). [C4017]

ELM AUTOSALES offer:—

1948 Jaguar 1½-litre, special equipment saloon, with radio, black and brown leather, beautifully maintained car, nominal mileage: £525.—Elm Autosales, 68, Hatfield Rd., Wimbledon, S.W.19, Cherrywood 1615. [C2027]

AUTOMOBILIA, Ltd. offer:—

1938 3½-litre Jaguar Foursome drop head coupe, black with red leather, radio, excellent condition: £295.—Automobilia, Ltd., Pippbrook Garage, Dorking, 4304, 5991. [C1069]

H. A. SAUNDERS, Ltd. offer:—

1952 Jaguar Mark VII saloon, radio, heater,

recorded mileage 18,230: £1,125. 836 -842, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

PHILIP RICKARDS, Ltd. offer:—

1953 (July) Jaguar Mark VII saloon, ivory/red, radio, flashers, 11,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

GLANFIELD LAWRENCE offer:—

1950 2½-litre Jaguar Mark V saloon, black, radio and heater, low mileage, magnificent throughout: £745.—407, High Rd., N.12, Finchley 3091. [C2925]







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Rowland Smith's, the Car Buyers.**—Highest cash price for Jeep.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**Jeep Spares and Service**  
**JEOP Service Station** overhauls, repairs, all Jeep spares available, exchange pan all units.—Mansel & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4733. [S3066]

**BROOKLANDS.**—Individuality, new and used cars.  
**NEW Jensen Interceptor** for early delivery.

**PARTICULARS** available on 541.  
**BUY** or sell with confidence; open 9 until 7.

**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029]

**JOWETT**  
**WELBECK MOTORS, Ltd.,** for Jowetts.

**THE** first example below is particularly interesting, for it is the lowest priced, really perfect, full Series III Javelin de luxe we have ever offered:—

**1953** Javelin de luxe, full Series III, black, brown hide, 20,000 miles, maintained by Jowett distributors since new, almost like new; £700.

**1953** Javelin de luxe, full Series III, black, brown hide, 7,000 miles, identical to new; £750.

**1950** Javelin, just fitted Series III-type engine, completely reconditioned including recoloring in dark green and restoring interior in real leather; £495.

**WELBECK MOTORS, Ltd.,** 107, Crawford St., London, W.1 (near Baker St. Station) Welbeck 1139 (6 lines). Far the largest Jowett agents in the country. [C4049]

**DICKS.**  
**1952** Jowett Javelin saloon, de luxe model, fitted radio, heater, really fine car; £595.

**DICKS CAR SALES, Ltd.,** 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

**ELM AUTOSALES** offer:—  
**1950** Jowett Javelin in green, fitted radio and heater, engine reconditioned and in superb order throughout; £450.—Elm Autosales, 68, Harthill Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067]

**CLARKES OF PIRBRIGHT.**  
**THE** Jowett centre of the south offer:—

**1952** Javelin saloon, radio, heater, dark green, latest replacement engine fitted; £575.

**1950** Javelin 10.4 two owners, above average condition; £225.

**1937** Jowett 10.4 two owners, above average condition; £225.

**W**ish to purchase good used Javelin and Jupiter cars.  
**CLARKES OF PIRBRIGHT, Pirbright, Surrey, Tel. Brookwood 2201.** [C1049]

**TOM GARNER, Ltd.,** offer:—  
**1953** Jowett Javelin 1½-litre saloon de luxe, grey, heater, 3,000 miles only; £765.

**TOM GARNER, Ltd.,** 10-12, Peter St., Manchester, 2. Blackfriars 5265-6-7. [C2020]

**H. A. SAUNDERS, Ltd.,** offer:—  
**1952** Javelin saloon, black, beige upholstery, heater, recorded mileage 120, £615.

**836**—842, High Rd., N.12. Hilsdale 5272 (6 lines). [C2027]

**H.W. MOTORS, Ltd.,** offer:—  
**1953** Jowett Javelin de luxe, green, beige leather, fitted H.M.V. radio and heater, 8,000 miles, indistinguishable from new; £725.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

**L. BEART & Co., Ltd.,** offer:—  
**1950** Jowett Javelin de luxe saloon, in turquoise blue with beige upholstery, very carefully maintained by one private owner; £495.—102, London Rd., Kingston-on-Thames, Kin. 3348. [C1091]

**CAVENDISH MOTORS** offer:—  
**1949** Javelin, one owner, heater, leather upholstery, interior and exterior condition exceptional, has had reconditioned engine fitted, chassis regularly maintained and in excellent condition; £445.—Cavendish Motors, Higham's Park, London, E.4. Larkwood 2744 5954. [2762]

**H. A. SAUNDERS, Ltd.,** Golders Green, offer:—  
**1954** Jowett Jupiter Mark IA, red; £1,028/4/2.

**1952** (July) Javelin de luxe saloon, very highly recommended; £550.

**BRAND** new unregistered Javelin de luxe saloon; immediate delivery.  
**AUSTIN HORN,** 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

**1950** (June) Javelin saloon, spotless condition; £485.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pol. 2100. [2489]

**1949** Javelin, black with red leather, heater and accessories, hardened crankshaft, well maintained; £475.—Tel. evenings Welwyn 275. [2609]

**CODFREYS, Ltd.,** Jowett main agents, specialised Jowett service, spares, repairs and new and used sales factory trained mechanics.  
**CODFREYS, Ltd.,** 234, London Rd., Croydon, Tel. Cro. 3641-2, 208, Gt. Portland St., W.1. Eus. 4632-4. Bushwood Corner, Leytonstone, E.11. Wan. 5101-2. [0463/R]

**1953** Javelin de luxe saloon, black, brown hide, H.M.V. radio, heater, 3,000 miles, as new; £750.—Peter Guest, Ltd., Gaywood, King's Lynn, Tel. 4129. [2587]

**1952** Jowett Javelin saloon de luxe, grey/red, radio, heater, rim emblems, excellent condition throughout; £595.—Dobsons, Ltd., Staines 801. [C1074]

**£545**—1952 Jowett Javelin saloon, one owner, low mileage, fitted radio and heater, perfect throughout; terms, exchanges.—Birkett Motors, Ltd., Barking Rd., East Ham, Grangeview 4314. [2548]

**JOWETT**  
**JOWETT Javelin de luxe, 1951** (Oct.), late director's car, fastidiously maintained regardless of expense, 10,000 miles only on Series III engine, hordes of extras, a one owner car; £565.—Below.

**1949** one fastidiously maintained, cellulose unmarked and interior almost as new, a very rare specimen indeed; £475.—Carr Bros., Garages, Ltd., High St., Purley, Surrey, Uplands 4812. [C1081]

**1950** Jowett Jupiter, finished bronze, red leather, fitted extras, as new throughout, carefully driven; £625; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton, Tel. 4212. [2739]

**1953** Javelin de luxe, finished silver grey with red leather, one owner, 10,000 miles, quite as new; £745, trade in part exchange enquiries invited.—G. W. Morley, Ltd., 54 Streatham Hill, S.W.2, Tulse Hill 4488. [C8016]

**1951** (October) Javelin de luxe saloon, finished maroon/beige leather, H.M.V. radio, heater, in outstanding order throughout, mechanically superb, one owner, car supplied and serviced by us from new; £575.—Gordon White & Co., Ltd., Gerrards Cross 2077. [2614]

**Jowett Cars Wanted**  
**WELBECK MOTORS, Ltd.,** 107, Crawford St., London, W.1. Welbeck 3591. Largest Jowett agents in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049]

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Jowett.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**PRIVATELY** owned Javelin—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 5421. [W2087]

**JAVELIN** and Jupiter wanted.—Richards & Carr 55, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

**TOP** price paid for Jowett or similar type car; Trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**Jowett Spares and Service**  
**WILLIAM ARNOLD, Ltd.,** Jowett distributors.

**COMPREHENSIVE** stock of spares; sales, service.—Upper Brook St., Manchester, 15. Ardwick 4561. [0517/R]

**F. FAIRMAN & SONS, Ltd.,** East Surrey distributors  
**COMPLETE** spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service.—Horley Surrey, Tel. Horley 17. [0961/R]

**KINGSTON-ON-THAMES, Jowett distributors;** all spares and replacement units available, plus specialised service.

**G. W. WILKIN, Ltd.,** 1, Weston Park and 84, Eden St., Kin. 2241-2. [S4053/R]

**COLLIVER-FISHER, Ltd.,** unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R]

**JOWETT** spares; Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11. Speedwell 9761. [0133/R]

**BUNTINGS MOTOR EXCHANGE** offer unrivalled service and spares and repairs for Jowett Javelins, Bradfords and pre-war Jowetts.—Bonnersfield Lane, Harrow, Tel. 6225-6. [0075/R]

**A.V. MOTORS, Ltd.,** Park Rd., Teddington, Middlesex, Tel. Ensign 710. The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. [0759/R]

**REPAIRS** at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0953]

**LAGONDA**  
**H.W. MOTORS, Ltd.,** offer:—

**1951** Lagonda saloon, finished steel grey, red leather upholstery, fitted H.M.V. radio and heater, fitted Vauxhall engine, low mileage, immaculate condition throughout; £1,350.

**1950** Lagonda saloon, finished birch grey with blue leather upholstery, exceptional condition throughout; £985.—H.W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

**BROOKLANDS:** Lagonda Distributors; latest 1954 models on show and for demonstration.

**1953** Lagonda 2.6 Mark II 4-door saloon.  
**1953** Lagonda 2.6 four-door drop head coupe.

**1952** series Lagonda 2.6 saloon, 14,000 miles.  
**ABOVE** cars passed by makers.

**BUY** or sell with confidence. Open 9 until 7.  
**103** New Bond St., London, W.1. Mayfair 8351-6. [C1029]

**DAVIES MOTORS, Ltd.** (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) 4½-litre L66 coupe, independent suspension, now in course of comprehensive work-hops check.

**FURTHER** particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

**WE** shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

**DAVIES MOTORS, Ltd.,** 275, London Rd., Staines, Tel. Staines 4211-2-3-4-5. [C1050]

**PERFORMANCE** CARS, a good selection always available; written guarantee.—See under "Sports Cars".

**1949** 2.6 Lagonda saloon, 32,000 miles, heater and radio; £995.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [0463/R]

**1932** 2-litre Lagonda saloon, excellent mech. cond., tyres, good appearance; £130.—5, Waldegrave Gdns., Strawberry Hill, Middx. Pop. 3381. [2710]

**1934** Lagonda 4½-litre pillarless saloon, excellent vintage specimen, exceptional condition and performance; any trial; £155.—Giles, Catton Grange, Norwich 2580. [2506]

**1938** Lagonda V12 sports saloon, short chassis, wonderful maintenance history, radio, £675.—Taylor & Crawley, Hyde Park Corner, Grosvenor Crescent Mews, S.W.1. Slo. 5215. [C4056]

**ROSE & YOUNG, Ltd.,** offer 1950 Lagonda 2½-litre saloon, exceptional condition, one owner, black, £925.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [C5057]

**245** m.s.—Lagonda Rapier, 1935 model, 10hp twin O.H.C. fourstroke drop head coupe, very carefully used, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

**LAGONDA** 2½-litre saloon, demonstration model, colour blue, red leather upholstery, fitted with H.M.V. Radiomobile, small mileage, perfect condition; price £1,100 plus purchase tax.—Black Bull Motors, Ltd., Tel. Dropheda 125, Co. Louth, Eire. [2571]

**£499**—1937-8 Lagonda 4½-litre 6-cyl sports saloon, this vehicle is in genuine specimen and original condition, anyone who knows Lagondas will tell at a glance this is one of the finest vehicles on offer, 3 months' guarantee, hire purchase, exchanges.

**LAMBS OF WOOD GREEN, Finchley Showrooms,** 422-423, High Rd., Finchley, N.12. Finchley 5221 (East Finchley Underground). [C2052]

**MAGNIFICENT** 4½ Lagonda sports saloon offered for sale, battleship grey with light blue hide interior, post-war engineering and finish at its very best, taxed to Dec. 31; would consider exchange with vehicle or utility suitable estate work, or sell outright to first caller. £250.—P. Weaver, Burton (Leicester), Melton Mowbray, Leicestershire. [2706]

**Lagonda Cars Wanted**  
**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Lagondas.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**PERFORMANCE** CARS urgently require Lagonda.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

**LANCHESTER**  
**STRATSTONE, Ltd.,** Lanchester distributors.

**LANCHESTER** 14 saloon (1952), black, brown leather; £575.

**LANCHESTER** 10 saloon (1951), grey, red leather; £795.

**LANCHESTER** 10 saloon (1948), black, fawn upholstery; £595.

**STRATSTONE, 40, Berkeley St., W.1** (Mayfair 4404). Service: 7, Herbrand St., Russell Sq., W.C.1 (Terminus 7464).

**1953** Lanchester 14 saloon, 9,000 miles, genuine, radio, heater, one owner £975.

**RIPPO, Ltd.** (Lanchesters Purchased), 16, Alibonrie St., Mayfair London, W.1. Hyde Park 2592. [C5052]

**1953** Lanchester 14 saloon, black/red, perfect car, mileage 4,500 genuine; £995.—Dorking Motor Co., Ltd., Dorking 2256-7.

**1947** Lanchester 10 de luxe saloon, guaranteed; £395; exchanges, terms.—Palmer, 5, Russell Gdns. Mews, Kensington, W.14. Park 9704 and ans. [C5054]

**1953** (June) Lanchester 14hp saloon, fawn with green leather upholstery, 1,500 miles only, as new throughout; £1,150.—Coventry & Jeffs, Ltd., Bristol 20091. [2541]

**1938** Lanchester 14 saloon, good mechanical condition, £250; or hired 36 months inc. tax and ins. £11/15/3.—Coventry Engineering Co., Ltd., Bexhill-on-Sea, Tel. Cooden 600. [2579]

**245** m.s.—Lanchester II 1939 4-door saloon, blue and black, leather, preserver, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

**LANCHESTER.** For any new model, or for help and advice on one already in service, come to the officially appointed distributors with Daimler-Lanchester experience dating back over 50 years.—Walker & Ward, Ltd., Cheltenham, Tel. 3814 & 3816. [0865]

**Lanchester Cars Wanted**  
**KIRKWOOD CARS** buy pre-war Lanchesters.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2057]

**LANCHESTER** 14, 1953-54 wanted, cash or part exchange Lagonda 10, small mileage —8-earfield House, Paignton. [2726]

**ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Lanchester.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**XXX** H. F. Edwards offer immediate cash for good Lanchester cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

**Lanchester Spares and Service**  
**ARCOT ENGINEERING, Ltd.**—Preservative gear boxes, exchanges and repairs —169, Fulham Rd., S.W.3. Kensington 7301. [0237/R]

**BRADSTOCK MOTORS, Ltd.,**  
**WHAT** must be the best 1938 Lancia Aprilia de luxe in the country, colour grey with brown leather loose cover; bills and receipts are available for over £600 which has been spent within the last three years, mostly at Lancia; open to any examination. Chase Rd., Epsom, Tel. 5696/7. [C1090]

**MAIDSTONE ENGINEERING Co**  
**1937/8** Lancia Aprilia saloon, beautifully finished in moonbeam grey with blue leather interior, fitted works reconditioned engine and only covered 7,000 miles, this car is capable of over 80 mph and will average 35 mpg; £525.

**CROSS ST., Pendleton, Salford 6, Manchester, Pen. 3000**

**1938** series Lancia Aprilia in excellent condition, any trial; £310.—Ken. 1094. [2742]

**LANCIA** Aprilia, 1938, reconditioned engine gear box, 3 new tyres; £250.—30, Stag Lane, Buckhurst Hill, Essex. Buck 4061 evenings. [2499]

**£250** or near offer.—Lancia Augusta 1934 11hp/900 drop head coupe, first-class condition, 3 recent works overhaul, owner going abroad.—Folkestone 78662. [2553]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**LANCIA**  
**1939** Lancia Aprilia Gha cabriolet, black, red leather, unusually good body condition, mechanically excellent; radio, heater, Scintilla ignition, Weber carburettor, sold new by us, and complete history known; £495, exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, London, W.11. Bay 427. [C3035]  
**LANCIA** Aprilia de luxe, May, 1939, special series engine, 12.9hp, bronzed pistons and valves, balanced wheels, tyres as new, finished electric blue, loose covers, £40 Pyc radio, spotlight, twin wing mirrors, a perfect example of this rare vehicle and over 30 mpg, 60 mph, superb road holding; £625 or near offer.—Hope, Weeting Old Rectory, Brandon, Suffolk. Tel. Brandon 265. [2529]  
**£625** Aprilia without equal! 1939 with 1347 front suspension; a sterling example probably unmatched today for chassis and body condition, engine performance, transmission and steering, etc., absolutely 100% throughout. Weber carburettor (65mph, 0-50 in 15sec, 50 mpg), new tyres, clutch, water pump, etc., very smart unmarked grey saloon body, engine reconditioned June '53, additional expenditure impossible, extras innumerable (Fram River, Lucas Wind-tunes, Motorola radio, winking trafficators, windscreen spray, Smith heater, etc.); incomparable value for discriminating owing to forced sale.—Box 5540. [2753]

**Lancia Cars Wanted**  
**APRILIA** or Astura required.—45, Park Rd., Hampton Hill, Middx. Molesley 913. [C4019]  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lancia.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]  
**KEVILL DAVIES & MARCH, Ltd.**, will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gros 5663. [W2054/R]

**Lancia Spares and Service**  
**DAVIES MOTORS, Ltd.** (managing director J. E. Davies, 20 years service manager to Laonda, Ltd.), the Laonda specialists, offering every possible service facility to all Laonda owners, including home-comers and the now popular centre gearchange for the 2.6 model. [81080]  
**273** London Rd., Staines. Tel. 4211 (5 lines).

**LANCIA (ENGLAND), Ltd.**—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alport, Wembley. (Perivale 5656.) [0520/R]

**LEA-FRANCIS**  
**L. F. WARD, Ltd.**

**1948** Lea-Francis sports 2-seater, gunmetal grey, in excellent condition.  
**L. J. WARD, Ltd.**, Grange Rd. Garage, Thornton Heath, Ad. Thornton Heath 3347; London Office, Mayfair 0146. [C4043]  
**B. J. HUNTER, Ltd.**, offer:—

**1951** Lea-Francis 2½-litre saloon, very attractive and fine car, low mileage; £895.  
**1952** Lea-Francis 14hp saloon; fine car offered at attractive price of £695.  
**1948** Lea-Francis 14hp saloon, maintained regardless; £495.  
**1947** Lea-Francis 14hp saloon, engineer maintained; £450.  
**1947** Lea-Francis 14hp utility, most useful body; £395.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]  
**M. AIDSTONE ENGINEERING Co.**

**1951** (March) Lea-Francis 14hp Sportsman's streamlined saloon; this is the latest type bodywork and is in really excellent condition, finished in maroon and black, with fawn leather upholstery throughout with carpets to match, all of which are literally unmarked, fitted heater and windscreen wiper, excellent tyres and new battery, taxed; this is a genuine one-owner specimen low mileage car, open to any trial; offered at the low figure of £695, terms, exchanges.  
**CROSS St.**, Pendleton, Salford 6, Manchester, Pen. 3457. [C3090]  
**1949** 14hp Lea-Francis drop head coupe, grey with red leather; £425.  
**BREW BROTHERS, Ltd.**, 135, Old Brompton Rd., S.W.7, Frenham 3535. [C1063]  
**CHARLES FOLLETT, Ltd.**, Sole Distributors, Lea-Francis, London and Home Counties, offer:—

**1951** Lea-Francis 14hp streamline saloon, black, beige leather, heater, screenwash, sunroof, one owner, 20,000 miles, guaranteed; £875 (cost new £1700).  
**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE:** Works and Stores, Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5936. [C2010]  
**1947** Lea-Francis saloon, Bentley grey, radio, heater, cost £1,300; exceptional bargain; £425.—Steele Griffiths, London, S.E.5. Rodney 2201. [2633]

**Lea-Francis Cars Wanted**  
**B. J. HUNTER, Ltd.**, offer:—

**FOR** immediate purchase of your Lea-Francis.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040]  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Lea-Francis.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Lea-Francis Spares and Service**  
**L. F. WARD, Ltd.**

**SPARES** and service for all models from the manufacturers.—Read Office and Works: Much Park, Coventry. Tel. 60204-5-6. [0592/R]  
**CHARLES FOLLETT, Ltd.**—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.  
**SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266.

**OFFICIAL** Lea-Francis London Service Station, Works and Stores.—  
**BARNSDALE** Yard, off Elkin Avenue, W.9. Tel. Cunningham 5936-7. [0595 R]

**LIMOUSINES**  
**£1095** Austin Sheerline limousine, 1951, one private owner from new, immaculate black coachwork, interior fitted tailored seat covers, built-in press-button radio and heater, nominal mileage and in condition practically impossible to fault.  
**£350** Austin 18hp Windover 7-seater, 1939, black, dark blue leather upholstery, throughout good condition generally, excellent tyres.  
**£395** Austin 18hp liver limousine, 1939, one owner since 1944, bodywork good and remarkably free from rust, wide occasional leather front and rear discs, etc.  
**£145** Austin 16 and 18hp 7-seaters, long-chassis models, 1936-1937, choice of six models all in black from this price.  
**£395** Packard Super Eight limousine, 1938, extensively reconditioned, comprehensive overhaul to chassis, ready to give a very long period of service, six almost new Ford Dunlop tyres and Life-guard tubes; also a Nov., 1936 Super 8 limousine at £125.  
**£395** Dodge 26hp 7-seater saloon 1940, in most outstanding mechanical order, no mileage since engine relieved, bearings re-metalled, etc., excellent black finish with real leather upholstery front and rear.  
**£1395** Humber Pullman Mark III limousine, 1952, late property of well-known business magnate, chauffeur-driven and immaculate appearance, built-in radio with arm-rest control, twin heaters, a genuine low mileage specimen.  
**£1095** Humber Imperial 7-seater Mark III, 1952, similar body style and refinements as above and in the same condition, rich leather upholstery throughout, a beautiful car.  
**£895** Humber Pullman limousine Mark II, 1950 series, privately owned and maintained since new by main distributors.  
**£795** Humber Pullman limousines Mark II series, 1949, choice of four models from this price, all with heater, etc., and one with special leather upholstery.  
**£495** Humber Pullman limousine, genuine 1947 model, attractive black finish with widest occasional, excellent set of tyres; choice of ten similar models since fitted reconditioned engines; from £475.  
**£65** limousines ready for service offered at special clearance bargain prices to make room for our more expensive cars.  
**CAMDEN MOTORS**, Leighton Buzzard 2041. [C1035]  
**ROLLS-ROYCE**, Wolseley, Buick, roomy 7-seaters, large selection, Reclining, trans., etc.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2022]  
**A&S** Limousine Specialists: Display Fifty carefully maintained privately owned 7-passenger carriages, ready service, (guarantee certificate)  
**A&S** Offer only first class condition selected Limousines (see Classified advertisement) Armstrong, Austin Twenty, Sheerline 7-str., 1951/2 Austin Hivers, Twelve post-war Humbers, exceptional privately owned Rolls-Royce, 1939 Deluxe Packard, 1950 Wolseley. Detailed lists despatched. Trade enquiries invited. Alpe and Saunders Limited, Providence House, North Audley Street, Mayfair-2941. [C1036]

**LINCOLN**  
**1949** Lincoln, 2-door, overdrive, radio, heater, all extras, moderate mileage.  
**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C1024]  
**N** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [0747/R]

**MERCEDES**  
**METCALFE & MUNDY, Ltd.**

**540K** special Mercedes, very short coupled drop head coupe, 1937, radio, low mileage, many extras, a very fast car, in extremely clean condition, one of the finest specimens, to our minds, of these cars.—260, Old Brompton Rd., S.W.3. Frenham 3421. [C3064]

**MERCEDES-BENZ**  
**L. F. WARD, Ltd.**

**MERCEDES-BENZ** type 500K cabriolet, cream with maroon hood and upholstery, in absolutely first-class condition.  
**L. F. WARD, Ltd.**, 7, Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 5253. [C4043]  
**£295**—Mercedes-Benz Type 170B 4-door l.h.d. saloon, an attractive car in nice condition; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C4024]

**1954** Mercedes-Benz 300 de luxe saloon, fitted with H.M.V. radio, screenwashers, etc., 600 miles only; offers invited; part exchange accepted.—Svanmore Garage, Ltd., 176, Christchurch Rd., Bournemouth, Tel. Southbourne 43344. [C4024]

**Mercedes-Benz Spares and Service**  
**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735]

**MERCURY**  
**N** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506-9. [0747/R]

**M.G.**  
**W. HAROLD PERRY, Ltd.**, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—  
**1952** M.G. model T.D. sports, colour black, leather upholstery, sunroof, 111,000 miles, extras, 18,000 miles, one owner, immaculate car; £600.  
**W. HAROLD PERRY, Ltd.**, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. [C3042]  
**SLOCOMBES, Ltd.**

**WE** offer a very pleasant example of 1949 October T.C. red with red leather, luggage racks and in most excellent order; at £445; part exchanges, cars or motor cycles.  
**Slocombes, Ltd.**, 38-52 Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. Adjacent Dollis Hill Underground Station. [C4017]

**PC**  
**PERFORMANCE CARS.**  
**THE** biggest and best guaranteed selection of sports cars in the country.  
**L**ARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsatisfactory.  
**M.G. T.D. Roadster**, 1950, £525; M.G. 1½-litre sports saloon, 1952, £645.  
**CHOICE** of 6 T.C.s: 1949, £445; 1949, £435; 1948, £395; 1947, £375; 1946, £355; 1946, £345.  
**CHOICE** of 3 T.A.s: 1939, £295; 1938, £275; 1937, £255; 1939 P.A. 4-seater, £245.  
**CHOICE** of 2 P.B.s: 1956 2-seater, £245; 1956 4-seater, £225; 2 P.A.s, 1955 2-seater, £195; 1954 2-seater, £175.  
**CHOICE** of 2 J.2s: 1933, £145; 1933, £125; M.G. K.3, ex-works, £295; 1954 K.2 2-seater, £145.  
**CHOICE** of three V.A.s: 1938 tourer, £265; 1937 tourer, £255; 1938 d/h coupe, £295.  
**CHOICE** of 3 2-litres: 1938 d/h coupe, £245; 1937 saloon, £195; 1937 tourer, £185; 2.6 d/h coupe, 1939, £295.  
**IMMEDIATE** hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars".  
**PERFORMANCE CARS**, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

**MG**  
**1948** T.C., 2 owners since new, recent complete overhaul, all details, engine like a new pin, coachwork as good, finished Flame Red of Motor Show, excellent tyres, spotless chromium and red upholstery, Oilcol, twin horns, a real picture, a car which the knowledgeable motorist will appreciate; £440; terms, exchanges.—Highams Garage, Ltd., c/o Beverley Motors, Beverley Rd., Highams Park, London, E.4. Tel. Larkwood 7208/2931. [C1086]

**CAR MART, Ltd.**  
**1953** M.G. T.D. 2-seater Midget; £635.—Car Mart, Ltd., 37, Davies St., Berkeley Sq., W.1. Mayfair 5011. [C1059]

**RAYMOND WAY.**  
**RAYMOND WAY OF KILBURN.**  
**RAYMOND WAY.** The hire-purchase specialists.

**1952** M.G. T.D. roadster, beautifully maintained by an enthusiast, new works engine fitted, mileage to date approximately 9,000, coachwork and interior as new; £529s.  
**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.  
**R. Maids Vale 6044** connecting all branches and depots (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]  
**SLOCOMBES, Ltd.**

**1952** T.D. M.G., one owner, 25,000 miles, in black with beige leather upholstery this is a very fine example; £565; with 3 months' guarantee; part-exchanges with pleasure, either cars or motor cycles; hire purchase terms if required.—Slocombes, Ltd., 38, Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. Adjacent Dollis Hill Underground Station. [C4017/1]

**TOM GARNER, Ltd.**, offer  
**1953** M.G. 1½-litre saloon, maroon, 6,000 miles only; £895.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2. [C3020]  
**B. J. HUNTER, Ltd.**, offer:—

**1953** M.G. T.D. 2-seater, one owner, faultless condition; £625.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]  
**GLANFIELD LAWRENCE** offer:—

**1946** (October) M.G. T.C., black, engine overhaul, new hood, tyres, etc., superb throughout, choice of 2; £370.—407, High Rd., N.12. Finchley 0991. [C2053]  
**AUTO SALES (LONDON), Ltd.**, offer:—

**1947** M.G. T.C., fitted Nordex supercharger, together with new o/s wheels and tyres in perfect condition; £425.—Auto Sales (London), Ltd., 52, Belsize Rd., N.W.7. Maids Vale 5555. [1100]  
**PETER BANTOCK CAR SALES** offer:—

**1946** M.G. T.C., black and green, recently fitted with recon engine and new tyres; £365.—104, High Rd., Chiswick 2725/5870. [C1014]  
**PARADE MOTORS (MITCHAM), Ltd.**, offer:—

**1948** M.G., black and beige, excellent condition; £395.  
**1939** M.G. T.A., drop head coupe, reconditioned engine, black and red; £295.  
**1935** M.G. 12hp Magnette pillarless saloon; £155.  
**PARADE MOTORS (MITCHAM), Ltd.**, 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392 (C3056)  
**JACK ROSE, Ltd.** (M.G. agents and stockists), offer:—

**1952** M.G. 1½ saloon, fawn, one owner, very clean, £665.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]  
**J.2** 8hp sliding head saloon, good engine tyres, battery, used daily; £95.—Box 5539. [2752]  
**1947** M.G. tourer, exceptional; £355.—Steele Griffiths, London, S.E.5. Brixton 7354, [2777]  
**1951** M.G. 1½ saloon, maroon, radio, heater, like new; £650.—New Cross 1338. [2249]  
**1949** M.G. T.C. 2-seater, black, mileage 30,000, in excellent order throughout; £475.  
**LYNE FRANK & WAGSTAFF, 35, Crouch End Hill, N.8. Mountview 4401. [C2056]**  
**BEARTS** of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3348. [0082 R]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1946** M.G. T.C., black, fully equipped, many extras; £360.—Tel. Edm. 6935, evenings.

**UNIVERSITY MOTORS Ltd.**, guaranteed car always available.—80, Piccadilly, W.1. Grosvenor 4141. (0936/R)

**1953** Mark II T.D., registered December, 300 miles only, as new; £720.—Popesgrove 1959, after 6 p.m. (2532)

**£250**—P.B. rebuilt 1949, cream with red leather, excellent bodywork, carrier, etc.; Beckenham, Box 5532 (2745)

**£330**—1959 M.G. 2.6-litre drop head fourseater coupe, grey, maroon hide, runs extremely well; £110 down. (2660)

**£325**—1959 M.G. 10hp T.A. drop head Tickford coupe, red and silver; £110 down. (2660)

**1938** model M.G. 1½-litre drop head fourseater coupe, a rare and exclusive model, pale blue; £250, or £100 down. (2660)

**1937** M.G. 2-litre sports saloon, runs and looks extremely well; £225, or £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 4490. (01024)

**1951** throughout; £595; one owner.—41, Days Lane, Bedford. Tel. 66049. (2725)

**T.D.** M.G. 1950, excellent condition, full toolset, luggage rack; £575.—Rhodes, Biddulph, Staffs. Tel. 3263. (2724)

**M.G. J1**, 4-seater, 1933, taxed, exceptionally good condition; offers.—Wootton, 125A, Alford Road, Ipswich, Suffolk. (2660)

**1953** M.G. T.D., reg. Nov. '52, blk., small mileage, showroom condition, one owner, extras.—Arnold 5675. (2555)

**M.G. T.A.**, twin spare wheels, Windtones, Tyeon covers, many extras; nearest £225.—Tel. Ewell 284 after 6.30. (2656)

**£155**—M.G. P.A. 2-seater, good condition.—Brondesbury Motors, Brondesbury Mews, N.W.6. Tel. Mai. 6371. (2782)

**M.G. 18** Tickford d.h. coupe, 1938, reconditioned engine, 15,000 miles.—51, Holywell Rd., Studnam, Dunstable. (2670)

**£290**—M.G. TA model sports 2-seater, red, immaculate.—35, Main Rd., Remishaw, Sheffield. Tel. Eckington 61. (2670)

**1953** (July) M.G. T.D. Mark II, 1,400 miles only, absolutely as new, cost £850, colour green with beige upholstery; £550. (2670)

**M.G. 18** Tickford d.h. coupe, 1938, reconditioned engine, 15,000 miles.—51, Holywell Rd., Studnam, Dunstable. (2670)

**1947** M.G. T.C., new drop, hide upholstery, Windtones, excellent condition; £325.—Thorp, Moorgate Park, Retford. Tel. 818. (2495)

**1949** T.C. recolloured, new engine, exceptional throughout; £445.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

**£340**—1947 M.G. T.C., green and fawn, Stage 1 head, Newton T.D. style dash, water temp gauge, rebored 13,000 ago; gd. cond.—Orr, Colham 2810. (2604)

**1949** model T.C. M.G. green, reconditioned engine, radio, £395, outstanding condition.—Call Sunday or write Elmfort, Sunninghill, Burghale, Binkley, Leicestershire. (2570)

**545** gns.—M.G. Midget, September 1951 T.D. 2-seater, Cambridge blue, leather, main leather, Marshall supercharger, oil coil, one owner, exceptional; terms, exchanges.—Rowland Smith, below: (2570)

**425** gns.—M.G. Midget, October 1949 T.C. 2-seater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below: (2570)

**175** gns.—M.G. Midget, 1954 8hp P. Airline coupe, telecopic coil, very good condition; terms, choice of 10 Midgets; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**ASS'S MOTOR MART**—1951 M.G. 1½-litre saloon, black, red hide, heater, unblemished; £595; written guarantee; terms and exchanges.—5, Warren St., W.1. Euston 352. (C1040)

**£244**—Recent specimen motor car, the finest we have had, try it! You will agree with us; 3 months guarantee; hire purchase; exchanges.—(C2052)

**LAMBS OF WOOD GREEN**, Finchley Showrooms, L421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

**1937** M.G. Sports saloon, reconditioned, in excellent order in every way; £250; or hired 36 months inc. tax and insurance, £11/15/3.—Cooden Engineering Co., Ltd., Bexhill-on-Sea. Tel. Cooden 600. (C2052)

**£395**—M.G. T.C., 1947, black with red leather, 2-part exchange or terms.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 6479 and 2322. (C2075)

**1953** (May) T.D. 2-seater sports, finished grey/red leather, swing mirrors, genuine 6,000 miles only, virtually new throughout, any trial or inspection; £625.—Gordon White & Co., Ltd., Gerrards Cross 2077. (2615)

**1949** (model) M.G. T.C. sports 2-seater, cream and green, radio, heater, blinkers, twin tones, luggage grid, 2 spots, and many extras, a magnificent example of this popular car; £447; hire purchase, terms and exchanges can be arranged.—Prospect 4424. (2738)

**ROY'S** offer 1948 M.G. T.C. maroon sports 2-seater, reconditioned, £395; also 1953 M.G. T.A. sports 2-seater, £220; terms and exchanges.—Rons Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C3059)

**XXX** 1952 (May) M.G. 1½-litre saloon, this most example of this popular car; £447; hire purchase, terms and exchanges can be arranged.—Prospect 4424. (2738)

**1951** Morris Minor, splendid offer; £425.—Steele Griffiths, London, S.E.5. Rodney 2201. (2635)

**1951** Morris Minor 4-door saloon, one owner, as new; £475.—Steele Griffiths, London, S.E.5. Rodney 2201. (2635)

**1950** Model Morris Minor, 15,000 only, one owner, as new; £445.—Steele Griffiths, London, S.E.5. Rodney 2201. (2634)

**1951** Morris Minor convertible, green, 15,000 only; £445.—Steele Griffiths, London, S.E.5. Rodney 2201. (2634)

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## M.G. Cars Wanted

**SLOCUMBES, Ltd.**  
We urgently require M.G.s of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. Nearest Underground Dollis Hill Stn. (W4017)

**WANTED**, M.G. 1939 T.B., in clean condition.—Box 5437. (2514)

**MAYFAIR GARAGES, Ltd.**, top cash prices for M.G.s.—Balderton St. W.1. Mayfair 3104. (0696/R)

**RICHARDS & CARR** buy low mileage M.G.s.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

**POST-WAR M.G.s**, T types required.—Ross Motors, Ltd., Regent St., Hinkley Leics. Tel. Hinkley 558. (0704)

**PERFORMANCE CARS** urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 841. (W3041)

**THE CAR MART, Ltd.**, London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0954. (0966/R)

**XXX** H. F. Edwards offer immediate cash for good M.G. cars.—Details, please, to: 200, Great Portland St., London, W.1. Tel. Langham 0012. (W3003)

**C.N.K. MOTORS** require M.G.s, particularly V.A., C.T.A., T.B. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

**URGENTLY** required, 1947-53 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., London, E.1. Hurst Rd., Christchurch, Hants. Tel. 1681. (1972)

## M.G. Spares and Service

**TOULMIN MOTORS**  
OFFICIAL stockists  
SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls for all models; recommission engines in stock for types P, J, T and L, and N. Magnette exchange service, dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares. (0504/R)

**TOULMIN MOTORS**, 545, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 5456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0549/R)

**HAMMERSMITH, W.G.—Rogers Garage**, Wellesley Ave., Riverside 2644; sales and service. (S3054)

**PERFORMANCE CARS**—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 841. (S3041/R)

**LARGEST** and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. (0208)

**UNIVERSITY MOTORS, Ltd.**—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gto. 4141. (0504/R)

**V. W. DERRINGTON, Ltd.**, for M.G. spares and replacement parts, new and used, valves, springs, guides, gaskets, road springs, brake linings and cables; stage 1 and 1½ Laystall Lucas cylinder heads.—159-161, London Rd., Kingston 5621-2. (S1071)

**M.G. Spares**, most parts in stock for all models 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc. replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service e.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. (0433/R)

**MORGAN**  
B. J. HUNTER, Ltd., offer:—

**1952** Morgan Plus Four sports 2-seater, low mileage; £525. (C2040)

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 1380; sports 4-seater blue, leather, two spare wheels, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below: (C2040)

**425** gns.—Morgan 4/4 1949 10hp drop head coupe, blue, leather, two spare wheels, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below: (C2040)

**345** gns.—Morgan 4/4 1947 sports 2/4-seater, ivory, red upholstery, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below: (C2040)

**265** gns.—Morgan 4/4 1949 sports 4-seater, blue, black leather, rebored, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1950** Morgan 4/4, recorded mileage 6,000, twin spars unused, red with black leather; £475.—Cox's Motors (Leicester), Ltd., 11/15, Conduit St., Leicester. Tel. 60519. (C1059)

**Morgan Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

**SLOCUMBES, Ltd.**  
We urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. Nearest Underground Dollis Hill Stn. (W4017)

**Morgan Spares and Service**  
MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St. W.1. Langham 7735. (0514/R)

**MORGANS**—All available spares in stock.—F. H. Douglas, Morgan Specialists, 1A, South Ealing Rd., Ealing, W.3. Ealing 1979. (0725/R)

**MORRIS MINOR**  
WARWICK WRIGHT, Ltd., offer:—

**1953** (December) Morris Minor ohv saloon, green; £595. (C3045)

**WARWICK WRIGHT, Ltd.**, 150, New Bond St. W.1. Mayfair 7761. (C3045)

**1954** Morris Minor (May) saloon, delivery mileage only; £580.—Box 5415. (2501)

**1949** 50 Morris Minor, splendid offer; £425.—Steele Griffiths, London, S.E.5. Rodney 2201. (2635)

**1951** Morris Minor 4-door saloon, one owner, as new; £475.—Steele Griffiths, London, S.E.5. Rodney 2201. (2635)

**1950** Model Morris Minor, 15,000 only, one owner, as new; £445.—Steele Griffiths, London, S.E.5. Rodney 2201. (2634)

**1951** Morris Minor convertible, green, 15,000 only; £445.—Steele Griffiths, London, S.E.5. Rodney 2201. (2634)

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**1951** Morris Minor convertible, green, 15,000 only; £445.—Steele Griffiths, London, S.E.5. Rodney 2201. (2634)

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**1952** (October) Morris Minor convertible, grey with red leather, heater, one owner, 12,000 miles, an immaculate car; £485. (C1065)

**W. J. BROWN, Ltd.**, established over 30 years. (C1065)

**339** Finchley Rd., N.W.3. Hampstead 4414. (C1065)

**1949** (October) 2-door saloon, green with fawn interior, recorded mileage 12,000, superb condition; £465.—Below: (C1065)

**1954** Minor de luxe saloon, grey, red leather, heater overriders, etc.—as new; £665.—Robbins, East Putney. Tel. 4581. (C3010)

**1934** Morris Minor saloon, excellent mechanical condition; £95.—Cooden Engineering Co., Ltd., Bexhill-on-Sea. Tel. Cooden 600. (2581)

**1951** (June) Minor convertible, green, heater, one owner, guaranteed 100% mechanically perfect; £450.—Campbell Symonds, Pervase 4456. (C1037)

**1950** late December, 1949, Minor convertible, maroon, recent overhaul, 26,500, very good engine, quite clean; £378; Northern Counties.—Bus 5416. (2502)

**395** gns.—Morris Minor, September 1949 tourer, new body, carefully used; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1951** Minor convertible, one owner, condition like new, 17,000 only, guaranteed; 425 gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. (2646)

**1952** Morris Minor 4-door de luxe saloon, grey, brown leather, one owner, immaculate condition; £555.—Trinity Cars, Ltd., 84, North Side, Wandsworth Common, S.W.16. Vandike 1166. (C3034)

**CONVERSION** of ohv model, twin carb. modified H.C. head; 4.5 to 1 rear axle, gives 0-50 in 8.4 p.h. 6.5 sec., 0-50 16 sec., 0-60 25 sec., max. speed over 75 mph and 45mpg; the conversion carried out at our works, £55 complete. We usually have a few of each body style in stock. Write for details. (C3034)

**DEMONSTRATIONS** any time.—Alexander Engineering Co., Haddenham, Bucks. Tel. 345. (2133)

**PRIDE & CLARKE, Ltd.**—1953 Morris Minor convertible, grey/red, 14,000 miles, one owner; 1952, grey/beige, choice three from £449; 1950, grey/beige, black/beige, green/beige, choice three from £399; three months guarantee, terms, exchanges; lists.—156, Stockwell Rd., S.W.9. Brixton 6251. (C3066)

**Morris Minor Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube) N.W.3. Ham. 6041. (W4018/R)

**RICHARDS & CARR** buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

**MORRIS** Minor saloon 2- or 4-door required, 1952/3, cash; collection anywhere.—Te' Derby 45570. (2551)

**TOP** price paid for Minor or similar type car; Trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

**THE CAR MART, Ltd.**, London, wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (0716/R)

**MORRIS EIGHT**  
REGENT SERVICE GARAGE  
OFFER:—

**MORRIS** 8 2-door, 1947 series, first registered Dec. 1, each body black, brown leather; this car is a superb perfect example of a used car, both mechanically, coachwork inside and out; taxed year; exchanges and finance facilities; demonstration anywhere, £345. (C2052)

**1950** Morris 8 2-door saloon, mechanically excellent and fair value, £145. (C2052)

**291**—295, Hallards Lane, North Finchley, London, Hillside 4011 4049. (2546)

**HENDON CENTRAL GARAGE, Ltd.**, offer:—

**1948** Morris 8 saloon, taxed year, in immaculate condition throughout; £335.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C2054)

**S.G.A. MOTORS**, who deal exclusively in Morris 8s, offer:—

**1939** series E 4-seater tourer, choice of 3, outstanding condition; £325. (C2052)

**1938** 2-door de luxe saloon, choice of 4, all perfect condition; £195. (C2052)

**1938** 4-seater tourer outstanding condition; £195. (C2052)

**1937** 2-door de luxe saloon, choice of 2; £165. (C2052)

**1937** 4-seater tourer excellent condition; £165. (C2052)

**EVERY** car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges. (C1077)

**S.G.A. MOTORS**, Morris Specialists, 14, Atherton Street, Western 3208. (C4063)

**1947** Morris 8 2-door saloon, black excellent condition throughout; £325. Trinity Rd., MADDALLEN MOTORS, Ltd., 511, Battersea 5575 and 7879. (C3005)

**1948** Morris 8 4-door saloon, one owner; £365.—L. F. Dove, Ltd., 9, Broadway, Wimbledon, S.W.19. Liberty 5456. (C1077)

**1955** gns.—Morris 8, 1953 saloon, sliding head, leather, very good condition; terms, exchanges.—Rowland Smith, below: (C1077)

**125** gns.—Morris 8, 1955 tourer, new hood, good condition; choice of 12 Morris 8s; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**£355** 11—1947/8 Morris 8 4-door saloon, one owner, small mileage, spotless condition; 3 months guarantee; hire purchase exchanges.—(C2052)

**LAMBS OF WOOD GREEN**, Finchley Showrooms, L421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

**1936** Morris 8 4-door saloon, very smart; £165.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 & 5036. (C4074)

**1946** Morris 8 4-door saloon, one owner, recolloured, £340.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court. Mol. 6109. (C4053)

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**MORRIS EIGHT**  
MORRIS 8 1947 saloon, 2-door de luxe model, one owner, £510.—S. Bowen & Son, Hillside Garage, Edgware Tel. Edgware 4468. (C3023)

**265**—MORRIS 8, 1939 Series E de luxe saloon, sliding head, leather, reconditioned engine, excellent condition; terms, exchanges.—Rowland Smith, Belmont. (C3016)

**£145**—1937 Morris 8hp saloon, new maker's engine being fitted, part exchange and H.P. can be arranged.—Staravia, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600, Ext. 250. (2787)

**1939** Morris 8 saloon, sliding roof, black with red upholstery, recent complete engine reconditioning, most exceptional condition, taxed; £230.—South Western Garage, Ltd., New Malden. Tel. Malden 1212. (2195)

**1948** Morris 8 Series E 4-door saloon, black, brown leather, one owner, exceptional, for inspection; £345.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Tube Station). Open 9 a.m. to 5 p.m. and Sunday mornings. (C2025)

**R** OYLS offer 1940 Morris 8 4-door, £195; 1938 Morris 8 3-seater, £175; also 1937, £155; all amazingly good and full equipped; 1937 Morris 8 saloon, 4-door, £165; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

**Morris Eight Cars Wanted**  
PRIVATELY owned Morris 8—5, Bras Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

**WANTED**, several series 1 and 2 Morris 8hp 2- or 4-door, suitable for travellers; no dealers.—Box 5134. (1698)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 8.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**MORRIS TEN**  
Morris 10 coupe; £155. (C3059)

**1936** Morris 10, choice of 2; £235; 3 months' guarantee; terms and exchanges. (C3059)

**1939** Morris 10, choice of 2; £235; 3 months' guarantee; terms and exchanges. (C3059)

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Harnsey, Mountview 5222 and 5763. (C4034)

**C.M.I. CAR SALES** (Pri. 6623) offer:—  
**1947** Morris 10, black, very good condition; £350. (C2008)

**THREE** months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. (C1051)

**£395**—Morris 10 saloon, 1948, black with brown and leather upholstery, sliding roof. (C4019)

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)

**1938** Morris 10 Series III, o.h.v.; £160; h.p. available.—55, Oakley Mead, Godstone, Surrey. (2564)

**1939** Morris 10 saloon, outstanding condition; £285.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

**1939** Morris 10, smart car; £335.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 & 3036. (C4074)

**1939** Morris 10 sun saloon, black, taxed year, as brand new; £275.—Buntings Motor Exchange, Harrow. Tel. 6225. (2764)

**1948** Morris 10 de luxe saloon, dark green, 42,000 miles only; £405.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242 and 5763. (C3027)

**1947** Morris 10, sunshine roof, one owner, black/brown, excellent condition; £375.—Haskins, Ladbrook 1155. (C3027)

**1948** model Morris 10/4 sun saloon, one owner, immaculate; £385.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (C4053)

**365**—Morris 10, 1948 saloon, leather, one owner, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

**Morris Ten Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris 10.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**MORRIS TWELVE**  
175—Morris 12, 1936 special coupe, black, brown leather, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

**1938** Morris 12 Series 3 de luxe saloon, very exceptional condition, completely overhauled and engine rebored, etc., recoloured grey with red upholstery; £245.—South Western Garage, Ltd., New Malden. Tel. Malden 1212. (2754)

**MORRIS FOURTEEN**  
MORRIS 14hp saloon, 1934, 1 owner, completely overhauled taxed year; £100.—Worthing 6123. (2655)

**1938** Morris 14 de luxe saloon, very clean condition; £195.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (C1024)

**195**—Morris 14, 1938 de luxe saloon, black, sliding head, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

**MORRIS OXFORD**  
ALWAYS a selection of Morris Oxford with a written guarantee and free after-sales service at:—  
**NAYLOR & ROOT**, Ltd., 25, East Hill, Wandsworth, S.W.18. Bait. 2252. (C3022)

**1949** Morris Oxford saloon, new engine July 1945, excellent condition throughout, heater; £450.—Perivale 7366. (2575)

**1951** Oxford saloon, splendid order; £500.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

**1953** (November) Morris Oxford de luxe, finished grey with red, fitted H.M.V. radio, 6,000 miles, in faultless condition throughout; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. (C3016)

**Morris Oxford Cars Wanted**  
**GOOD** Oxford wanted, immediate cash.—Lib. 1604 or Vig. 3978. (W3049)

**THE CAR MART**, Ltd., London, wish to purchase Morris Oxford cars.—382, Streatham High Rd., S.W.16. Streatham 0054. (10717/R)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris Oxford.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**MORRIS SIX**  
**NEWNHAMS**, Ltd.  
**1950** Morris Six saloon, one owner, excellent condition; £455. (C3024)

**NEWNHAM** House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4546. (C3024)

**595**—Morris Six, 1953 saloon, birch grey, red leather, heater, one owner, almost new condition, cost over £1,000; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (C4018)

**Morris Six Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris Six.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**Morris Miscellaneous Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**MARSTON MOTOR** Co. for your Morris.—Tel. Station 8000. Seven Sisters Rd., Tottenham. N.15. (1098/R)

**Morris Spares and Service**  
**KINGSTON-ON-THAMES** Morris agents and specialists.—W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kin. 2241-2. (S4053/R)

**MORRIS** genuine spares and specialist service in the West End.  
**S. MORRIS & Co.**, Cleveland Garage, Cleveland St., Tel. Mus. 1932. (10342/R)

**MORRIS**, the official stockists, for spares, service and repairs.  
**TEL. Lancaster Engineering Co., Ltd.**, 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. (1017/R)

**FOR** Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). (10471)

**REPAIRS** at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (1937)

**NASH**  
**SIMPSON'S** offer  
**RHD** 1951 Nash sedan, 4-door, radio, heater, extras, brown/gold, low mileage. (C4005)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. (C4015)

**1949** Nash 600 saloon, easily converted into a 4-door; £650.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**OLDSMOBILE**  
**SIMPSON'S** offer  
**1951** Oldsmobile, 2-door, radio, heater, electric windows, Hydramatic, black, 22,000 miles. (C4015)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. (C4015)

**DISTRIBUTORS (RAWLENCE)**, Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. (10217/R)

**OLDSMOBILE** Rocket, 98, convertible, power-top, electrically operated windows and seats.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4023)

**£599**—Oldsmobile Dynamic torpedo sports saloon, magnificent genuine original condition motor car, first registered 1948, but looks and runs like 1951 model, worth £1,500; 3 months' guarantee; hire purchase exchanges. (C4023)

**LAMBS OF WOOD GREEN**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). (C3052)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts; 7, Pembroke Villas (nr. Westbourne Grove), N.11 (Bayswater 8626-7). (10576/R)

**Oldsmobile Cars Wanted**  
**OLDSMOBILE** main dealers.  
**LEX GARAGES**, Ltd., are interested to buy recent model Oldsmobile cars. (10627/R)

**LEX GARAGES**, Ltd., 2, Lexington St., W.1, Gerrard 8600. (10627/R)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Oldsmobile buyers.—Wembley 8691/3905. (W4015/R)

**DISTRIBUTORS (RAWLENCE)**, Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post and pre-war models at good prices. (10113/R)

**Oldsmobile Spares and Service**  
**REPAIRS** at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. (10946)

**OPEL**  
**MAYNER MOTORS**, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-8, Southampton St., Southampton. Tel. 3268/4941. (10526/R)

**Opel Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Opel.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**Opel Spares and Service**  
**LANCASHIRE**, Cheshire and North Wales distributors for sales and service and spares.  
**A. FREEMAN**, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. (10513/R)

**Opel Spares and Service**  
**PRIDE & CLARKE**, Ltd., Opel spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. (10067/R)

**REPAIRS** guaranteed, engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion; £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. (10940)

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—  
**1937** Packard, in very fair condition; £175. (C1057)

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford. Guildford 6297-8-9. (C1057)

**1953** Packard Clipper, 3,000 miles, 4-door saloon, radio and heater, dark blue. (C4028)

**1939** Packard 6-cyl., black, £550; also drop head coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**1936** Packard 20hp saloon, clean; £115.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9059 and 3036. (C4074)

**PACKARD** Clipper de luxe saloon, radio, heater, tyre covers, good condition; £475.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5431/2. (C3011)

**1948** Packard Club sedan, 2-door saloon, r.h.d., blue, perfect condition throughout; £850.—Hale Motors (Tottenham), Ltd., Tottenham Hale, London, N.17. Tel. Tottenham 7771-2-3. (2625)

**1937** Packard 8-cyl. saloon, completely reconditioned engine, re-upholstered, resprayed black, renewed front suspension and brakes, excellent tyres and battery, not yet run in new carburettor, 18mpg, Marshall head lamps, whole car definitely as new; price £500 (being cost of reconditioning) below. (C3011)

**1938** Packard 6 saloon, excellent, faultless interior, 23mpg; £220.—Below. (C3011)

**1935** Packard Super 8 saloon, recent reconditioned engine, excellent tyres, new battery; £225. (C3011)

**CENTRAL MOTOR SERVICES**, 97, Station Rd., Sidcup. Tel. Footscray 4375. (2770)

**8**—passenger, 1947/L.H.D. Clipper Saloon, widest forward occasional, lavishly equipped, compatible mileage, spacious boot, ideal Continental touring. £785. (C3011)

**LI**MOUSINE, 1939 (Deluxe £1395 model) Super-32hp, black, forward occasional, immaculate condition. £535.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

**Packard Cars Wanted**  
**ROWLAND SMITH'S** the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

**LEONARD WILLIAMS & Co., Ltd.**  
**PACKARD** Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (10191/R)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Packard buyers.—Wembley 8691/3905. (W4015/R)

**JOE THOMPSON (MOTORS)**, Ltd., require Packards.—91-95, Fulham Rd., S.W.3. Kensington 4858. (W4028)

**Packard Spares and Service**  
**JOE THOMPSON (MOTORS)**, Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. (C4028)

**LEONARD WILLIAMS & Co., Ltd.**, Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (10469/R)

**PONTIAC**  
**SIMPSON'S** offer  
**1952** Pontiac, 4-door, radio, heater, loose seat covers, colour light grey. (C4015)

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905. (C4015)

**HAROLD SIMONS**, Ltd., offer:—  
**1947** Pontiac 6, first registered November, 1950, 4-seater convertible, with power operated hood, radio, heater, unblemished appearance, 10-12 mechanical condition, taxed June; £595; trade enquiries welcomed, free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley, East Finchley Tube). Finchley 0052-53. (C4065)

**1950** (October) Pontiac, Silver Streak, 8-cylinder, saloon, radio, heater, 34,000 miles; two owners; price, £850. (C4065)

**STARAVIA**, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600, ext. 230. (2051)

**Pontiac Cars Wanted**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Pontiac buyers.—Wembley 8691/3905. (W4015/R)

**Pontiac Spares and Service**  
**FOR** Pontiac spares and Pontiac service.  
**U.S. CONCESSIONAIRES**, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4. (10617/R)

**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts. (10617/R)

**PORSCHE**  
**A.F.N.**, Ltd.,  
**SOLE** concessionaires for Great Britain: official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. (C2015)

**COLBORNE GARAGE**, Ltd., Ripley, Surrey. Tel. 2381. Specialists in Porsche repairs and service. (10629/R)

**Porsche Cars Wanted**  
**REQUIRED**, good used Porsche.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

**RACING CARS**  
**CHIPSTEAD MOTORS**, Ltd., offer:—  
**FRAZER** NASH Le Mans Replica, 1950-1, mileage approximately 6,000, fully road equipped, special 6 branch exhaust, chrome plated wheels, all ready for season. (C1076)

**CHIPSTEAD MOTORS**, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7151. (C1076)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RACING CARS

**COOPER'S GARAGE (SURREYTON), Ltd.**, of Surreyton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [C021/R]

**C-type** M.G. sports racing 2-seater, completely rebuilt, 100mph.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 64/9 and 2322. [C2073]

**PERFORMANCE CARS**, Racing Section: Aston Martin 2-litre Speed model, £595; Maserati 4CLT, £995; M.G. K3, ex-works, £295; Cooper-Lea-Francis 1500, £695; Frazer Nash Mille Miglia, 1952, £1,945; B.M.W. Veritas 2-litre comp. 2-seater, £565. See also under "Sports Cars."—Great West Rd., Brentford, Middx, Ealing 8841. [C3041]

## RAILTON

**A-ONE MOTORS (LONDON), Ltd.**, offer:—

**1937** Railton tourer, also selection of coupes and saloons; spares, reconditioned engines.—Tate Gallery 0192 Vandaeke 5181. [C033/R]

**1938** drop head coupe, 28hp, new hood, new engine 1952, a very fine example; £275; terms and exchanges.—Oscar Moore, 204, Balfards Lane, Finchley 2020. [C2650]

**RAILTON** drop head coupe, exceptional condition throughout, outstanding appearance; £295.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 mins. Victoria). Ravensbourne 64/9 and 2322. [C2073]

## Railton Cars Wanted

**REQUIRED**, good used Railton.—G. Edwards, Amersbury Lane, Harpenden, Herts. Harpenden 118. [W2000/R]

**THOMSON & TAYLOR (BROOKLANDS), Ltd.**, purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [C0650]

## RENAULT

**RENAULT** cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Aston, W.3. Aston 4656. [C0421/R]

**£325**—1947/8 Renault 8hp 4-door saloon, fast, economical and rare model; £110 down. [C0470]

**£245**—1939 Renault 12hp drophead coupe, late property of Countess, recent reconditioned engine; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**1953** 750 sal., beige brown upholstery, 11,000 miles; £495.—May. 3051. [C3030]

**WELHAM'S RENAULT SALES & SERVICE**, Surrey Hill Rd., Surbiton, Elmbridge 1873, offer:—Fregate 2-litre saloons, stock. [W4070/R]

**1954** 750 saloons from stock. [W3045]

**1938-9** 12hp saloon; £195 to £250 [C3070]

**1951** Renault 8hp saloon, one owner, 4-door de luxe model, low mileage; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-5. [C2043]

**1953** Renault 1488 saloon, 1,748 miles, bronze, like new throughout; £565.—Richards & Carr, 33, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

## Renault Cars Wanted

**RICHARDS & CARR** buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

**MAYFAIR GARAGES**, Ltd., top cash prices for Renaults.—Balderton St., W.1. Mayfair 5104. [C0416]

**WELHAM'S RENAULT SALES & SERVICE**, Surrey Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Renault Spares and Service

**GLANFIELD LAURENCE**, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [C0911/R]

**REPAIRS** at reasonable prices; parts, gears, reconstructions guaranteed gear boxes engines, suspensions, shock absorbers, trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [C0941]

## RILEY

**PC PERFORMANCE CARS**—Good selection of guaranteed Rileys. We select from our stock of 150 cars. **RILEY** 1½-litre sports saloon, 1946, £425; **RILEY** 2½-litre roadster, 1949, £475. [C2566]

**RILEY** 16/4 Continental saloon 1958, £295; **RILEY** 16/4 saloon, 1958, £345. [C2566]

**RILEY** 1½-litre 6-light Kestrel saloon, 1957, £275; **RILEY** 1½-litre Falcon saloon, 1957, £175. [C2566]

**RILEY** 9 Monaco saloon, 1957, £275; **RILEY** 1½-litre Lynx tourer, 1957, £275. [C2566]

**RILEY** 9 Imp. 2-seater, 1955, £195; **RILEY** 14 M.P.H. 2-seater, 1954, £275; **RILEY** 9 Lynx tourer, 1953, £175. [C2566]

**IMMEDIATE** hire purchase, insurance and part exchanges; see also under "Sports Cars." [C2566]

**PERFORMANCE CARS**, Great West Rd., Brentford, Middx, Ealing 8841. [C3041]

**L. F. WARD, Ltd.**, buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane 5424. [C0911/R]

**1938** Riley Big 4 saloon, green, beige leather, in exceptionally good condition throughout. [C3043]

**F. WARD, Ltd.**, 7, Hanover Court Yard, Haverley St., London, W.1. Tel. Mayfair 0146. [C3043]

**RILEY CARS** offer:—

**1954** 1½ available from stock. [C3043]

**1951** 2½, 1952 features, green with green, 22,000 miles, radio, heater, windscreen washer; £2850. [C3043]

**1952** 1½, green with red, 16,000 miles; £265. [C3043]

**1952** 1½, green with green, 18,000 miles; £295. [C3043]

**1952** 1½, grey with red; £285. [C3043]

**1950** 1½, almond green with green; £695. [C3043]

**55-6**, Pall Mall, London, S.W.1. Trafalgar 7311. [C2734]

**SUSSEX** specialists for Riley cars and spares.—Cayenne, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. 10057/R

## GORDON &amp; GLYNN.

**ENGLAND'S** largest dealers specialising in Rileys, offer the following selection from stock:—

**£265**—1936 12/4 Adelphi saloon, in superb condition throughout; we cannot fault this car. [C1089]

**£195**—1936 12/4 Adelphi saloon, well above average condition, a sound family car. [C1089]

**£195**—1935 12/4 Falcon sports saloon, fitted 1937 engine in genuine condition smart coachwork and interior. [C1089]

**£145**—12hp Lynx 4-seater sports tourer, an excellent runner and very sound. [C1089]

**THE** above cars can be purchased with the utmost confidence, each one is thoroughly workshop checked, backed by our three months' specialists guarantee and full after-sales service; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included). [C1089]

**GORDON & GLYNN**, 189-191, Pavilion Rd., Sloane Sq., S.W.1 (3 minutes Sloane Square Tube), Sloane 8326 4426. [C3069]

**AUTOMOBILIA, Ltd.**, offer:—

**1946** (July) Riley 1½-litre 4-door de luxe saloon, black, brown hide, fog lamp, one owner, excellent condition; £475.—Automobilia, Ltd., Pippinok Garage, Dorking 4504, 8991. [C1089]

**HAROLD SIMONS, Ltd.**, offer:—

**1946** Riley 1½ saloon, black, red leather, twin spotlights, very good appearance and mechanical condition; £495.—Below. [C1089]

**1948** (November) Riley 1½ saloon heater, twin spotlights, immaculate appearance, first-class engine; £625. [C1089]

**1936** Riley 9 special series saloon, wing mirror, parking lights; £185.—Below. [C1089]

**1933** Riley 9 saloon, a splendid little car; £115; trade enquiries welcomed, 3 months' written guarantee, free service after sale, exchanges, deferred. [C1089]

—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley, East Finchley Tube). Finchley 0052-53. [C4065]

**MAIDSTONE ENGINEERING Co.**

**1948** 9 Riley 2½-litre saloon, most beautifully finished in dark colours of black and grey with green leather interior throughout with carpets to match, this car is in really excellent condition throughout, fitted new battery and excellent tyres, choice of two at £595; terms, exchanges. [C1089]

**CROSS ST.**, Pendleton, Salford, 6, Manchester, Pen. 5457. [C3000]

**H. A. SAUNDERS, Ltd.**, Golders Green, offer:—

**1954** Riley 1½-litre, black/green, heater; £1,205/5/10. [C1089]

**AUSTIN** House, 140-144, Golders Green Rd., Golders Green, N.W.11. Sloane 5421 (ten lines). [C3004]

**CLARKE & SIMPSON, Ltd.**, Riley sales and service, offer:— (new) 1½-litre; see special announcement under "New Cars." [C1089]

**1954** (March) 1½-litre saloon, sun bronze with red, heater, 32,000 miles, one owner; £795. [C1089]

**1951** (April) 2½-litre saloon, black, red leather, radio, 36,000 miles; £795. [C1089]

**1949** (September) 2½-litre roadster, ivory with red, one owner since new, 26,000 miles only, excellent condition; £651. [C1089]

**49**—Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048]

**RILEY** Adelphi Blue Streak de luxe saloon (1938), indistinguishable new; £350.—Worthing 6123. [C1089]

**1953** (November) Riley 2½-litre, 4,000 miles, heater, loose covers, brand new; £1,095. [C1089]

**SCOTT CARS**, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

**BEARTS** of Kingston, Riley specialists, sales, spares, repairs.—102, Kingston Rd., Kingston Kingston 2548. [C1089]

**£495**—Riley 1½-litre 4-dr. saloon, excellent cellulose, bodywork, interior, etc.; really excellent mechanically; many others. [C1089]

**BENNETT'S**, 1, Clarendon Rd., Holland Park, London, W.1. Park 5056-7, (50 yds. Holland Park Tube). Exchanges, h.p. [C1017]

**£135**—1934 Riley 9 saloon, one enthusiast owner since 1937, new tyres, brakes relined, exceptional value. [C1089]

**NORTHERN MOTORS OF HARROW**, 186-194, Pinner Rd., Harrow 4444. [C3025]

**1953** Riley 2½-litre saloon, immaculate condition. [C1089]

**175**—Riley 9 1932 Gamecock sports 2-seater, ivory, green leather, very good condition; terms, exchanges.—Rowland Smith below. [C1089]

**245**—Riley 1953 model 1½-litre Falcon saloon, grey, sliding head, fawn leather, good condition; terms, exchanges.—Rowland Smith below. [C1089]

**225**—Riley 1951 1½-litre Kestrel saloon, grey, sliding head, blue leather, preselector, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**11** Riley 1951 saloon, exceptionally clean, licensed, heater; £750.—Cranmore, Ltd., Tel. Potters Bar 2040. [C1062]

**1953** Riley 1½-litre saloon, black/beige, radio, heater, loose covers, low mileage, one owner; £995.—Odeon Motors, Ltd., Barnet 1144. [C3026]

**1953** 5,000 miles only.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [C3026]

**1948** Riley 1½-litre saloon, black, immaculate condition, one owner; £545.—Vandervells, 215, Haverstock Hill, Belsize Park, N.W.3. Pri. 4441. [C4037]

**1938** (June) Riley Sprite 2-seater, manual gear box, immaculate condition throughout, probably the finest specimen of this model in existence; £450. [C4037]

**SCOTT & McGREGOR**, Sherwood Garage, 194, Lloyd St North, Manchester, 14, Tel. Moss Side 2013. [C2606]

**RILEY** 2½-litre saloon, 1947, black, brown leather, radio, a fine example of this rare and popular sports saloon; £545.—Hillwood Motors, Mill Hill 6001 4232. [C2630]

## RILEY

**£595**—1948 Riley 1½-litre de luxe saloon, one of those rare and beautiful vehicles obviously small mileage, speedometer reads 14,000, looks and runs like brand new.—Below. [C2073]

**£233**—1936-7 Riley 1½-litre de luxe saloon, undoubtedly an exceptional condition vehicle; 3 months' guarantee; hire purchase, exchanges. [C2073]

**AMBS OF WOOD GREEN**, Finchley Showrooms, L 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

**1949** Riley 2½-litre sports open roadster colour ivory red interior, taxed, vear, genuine 26,000 miles, in beautiful condition throughout.—Austin Munks, Leverton, Boston, Lincs. 12094. [C2073]

**£645**—11-Jan. 1949, Riley 2½-litre saloon, beige with red leather, quite a nice car, reasonably moderate total mileage and exceptionally well maintained all its life, bills, etc., available for servicing by main Riley distributors, fitted heater, screen demisters, screenwashers, etc. [C2073]

**£895**—1952 Riley 2½-litre saloon, maroon and black, fitted radio, late property of Local Government Office used mainly for district work. [C2073]

**CHOICE** of many pre-war models, including a 1937 Kestrel Sprite at £245 and some earlier 9hp saloons under £100. [C2073]

**CAMDEN MOTORS**, Leighton Buzzard 2041. [C1055]

**1947** (November) 1½ saloon, exceptional specimen purchased from senior R.A.F. officer who owned it virtually since new, black with red hide, heater, radio, engine reconditioned last month by leading specialist firm, r.o.f. re-covered by Rileys, new Ediswan heavy duty battery, new tyres, cellulose, upholstery and chrome immaculate, £525.—Speedway, Ltd., Horley (Surrey) 628. [C4000]

## Riley Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**PRE-WAR** 1½ or 9 Riley required urgently, cash.—Byron 0788, evenings. [C1089]

**EXCEPTIONALLY** high prices paid for Rileys in good condition.—Harrow 4646. [W3006]

**YORKSHIRE**—The Riley Buyers, Bakers of Bakewell, Leeds 8 Tel. 58236-7. [C1089]

**1950** 1½ Riley saloon, good condition, wanted; private buyer.—Gladstone 8936 evenings. [C1089]

**POST-WAR** Rileys wanted.—Ross Motors, Ltd., Regent St., Hinxley, Leics. Tel. 558. [C4001]

**M.B. MOTORS** require clean pre-war Rileys.—553 Finchley Rd., N.W.3. Hampstead 5712. [W1052]

**CLARKE & SIMPSON** require only immaculate post-war models.—49, Sloane Sq., S.W.1. Sloane 5424. [W1048]

**BLAKES**, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6022. [C1089]

**PERFORMANCE CARS** urgently require Rileys.—Great West Rd., Brentford, Middlesex.—Ealing 8841. [W3041]

**THE CAR MART, Ltd.**, London, wish to purchase Riley cars.—382, Streatham High Rd., S.W.16. Streatham 0054. [C0969/R]

**WANTED**—Riley Kestrel Six Light, condition unimportant; must be cheap.—Tinsley 289, Broad Lane, Coventry. [C1089]

**XXX** H. F. Edwards offer immediate cash for good Riley cars.—Details please to: 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

**PRIVATE** purchaser wants 1947-50 Riley 2½-litre, exchange 1958 Flying 14 Standard, fair condition. [C1089]

**URGENTLY** required, 1946-55 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. [C1089]

**RILEY** 1½-litre and 2½-litre saloons, 1950-1953, object.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3, Tel. Deansgate 3325-6. [W2028]

## Riley Spares and Service

**HARTLEY'S** for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [C0246/R]

**SOUTHAMPTON**—Rex Neate, Shamblehur Lane, Botley, Tel. Botley 132. Spares for all models; specialised service. [C0960/R]

**ARCOT ENGINEERING, Ltd.**—Pres-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [C0238/R]

**REPAIRS**, parts, reconditioned guaranteed gear boxes (including Warner's), shock absorbers, engines.—Tarrant & Frazer 10 Winchester Mews, N.W.3. Primrose 2647. [C0960]

**SPECIALIZED** Riley dynamo starter magneto repair and replacement service: old units bought.—Ace Ignition, Ltd., 90, Dudden Hill Lane, Willesden, N.W.10. Wil. 3492. [C2506]

**RILEY** distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Miss's Agency, Ltd., High St., Leamington Spa, Tel. 67, 16622. [C1089]

**JAMES (LONDON), Ltd.**, carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gai. 5492. [C0992/R]

## ROLLS-ROYCE

**JACK BARCLAY, Ltd.**

**EXCLUSIVELY** for Rolls-Royce and Bentley.

**LARGEST** official retailers of Rolls-Royce and Bentley; please write for stock list; open anti 8 p.m. [C1089]

**EXAMPLE:** 1939 Wraith saloon with division, by H. J. Mulliner, painted black and upholstered in grey leather, 59,000 miles; price £1,575.—Jack Barclay, Ltd., Berkeley Square, London, W.1. Open until 8 p.m. May, 7444. [C1082]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**C**  
**M**  
**CAR MART, Ltd.**  
1952-53 Rolls-Royce Silver Wraith H. J. Mulliner touring limousine, radio, heater; £5,500.  
1937 Rolls-Royce Phantom II H. J. Mulliner 4-light razor edge sports saloon with division; £1,175.  
**CAR MART, Ltd., 37, Davies St., Grosvenor Sq., W.1, Mayfair 5011. (C1035)**  
**RIPON**  
**RIPON**  
**RIPON BROS., Ltd.**  
THE leading Northern Rolls-Royce and Bentley specialists.  
HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.  
**RIPON BROS., Ltd., Huddersfield 7070 (10 lines), Also Bradford, Leeds and Sheffield. (1905, R.P.B.) Ltd., offer:—**

1938 25 30 Rolls-Royce Barker owner-driver saloon with boot, semi razor edged, small mileage, in immaculate condition.  
1935 25 30 Rolls-Royce with Hooper 4-door, 4-light owner-driver saloon body, recent overhaul, in beautiful condition throughout.  
**PRIDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477-7478. (C3035)**  
**H. R. OWEN, Ltd.**

LONDON'S leading specialist in Rolls-Royce and Bentley cars, offer the following selection:—  
1950 Freestone and Webb sports saloon with division, swept-tail; black; £4,500.  
1949 Gurney Nutting Sedan coupe, black with beige hide; £3,750.  
1949 Hooper touring limousine, black with brown hide; £3,250.  
1939 H. J. Mulliner Wraith, fully razor-edged parts saloon, black with grey hide; £2,500.  
1936 H. J. Mulliner Phantom II fully razor-edged sports saloon with division, black with grey upholstery; £1,495.  
1935 James Young 20/25 sports saloon; black with blue hide; £995.  
WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.  
**H. R. OWEN, Ltd.,**

17 Berkeley St. London W.1. Tel. Mayfair 9060.  
**VINTAGE AUTOS.**

THE pre-war Rolls-Royce specialists.  
ALWAYS a good selection of all types at very competitive prices.  
**66 London Rd., Tooting. Tel. Mitcham 3951.**  
**H. A. FOX & Co., Ltd. (C4039)**  
OFFICIALLY appointed Rolls-Royce retailers.

LATEST model Rolls-Royce Silver Dawn saloon with automatic gears, two-tone grey, mileage only 2,000, virtually new car for delivery to-day (R209); £4,700.  
LATEST model Rolls-Royce Silver Dawn saloon with L automatic gear, mileage approx. 9,000 (R204); £4,500.  
1951 Silver Wraith Rolls-Royce with Park Ward saloon body, one owner, mileage only 9,017, looks and is as new (R210); £4,750.  
1949 Rolls-Royce Silver Wraith with drop head limousine, one owner, in fine condition (R206); mileage only 26,876; £2,850.  
**H. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., W.1. Tel. Regent 7637. (2539)**  
**SALL Johnson's, Sale.**

20hp Rolls-Royce drophead 2-door; around £450.  
**ROLLS 25hp Countryman saloon, rebuilt 1954, £1,500. Rolls 25hp razor-edged limousine, 7 f.f., £500. Rolls P.3 owner-driver, registered February 1953, £530. Rolls 20hp shooting brake, £350. Rolls 20hp open saloon, £195. Rolls 25hp limousine, £120. Rolls P.2 short chassis, motor excellent, body rough, quick race, £150. Bodies, spares, etc.—Johnson's, 26, Egerton Rd., Fallowfield, Manchester, 14.—Tel. Rusholme 3097. (2820)**  
**RUSSELL MOTORS offer:—**

1937 25 30 Rolls-Royce Barker sports saloon, 41,000 miles only since new, one owner, a truly beautiful car, any trial or examination.  
**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 5289. (C3060)**  
**MASCOT MOTORS, Ltd., offer:—**

1936 25hp Windover sedan; £750.  
1935 25hp Gurney Nutting fixed head foursome coupe, choice of 2; £750 & £650.  
1935 25hp Park Ward sports saloon; £750.  
1934 25hp Park Ward sports saloon, choice of 3; £650.  
1930 25hp Thrupp & Maberly fixed head foursome coupe; £375.  
1930 25hp Barker Tickford 4-light saloon; £295.  
237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2.  
**JACK ODLING & Co. (MOTORS), Ltd. (C5007)**

OFFICIAL Rolls-Royce and Bentley retailers offer for immediate delivery:—  
1951 Silver Wraith Freestone & Webb touring limousine, all windows electrically operated, very attractive car, 12,000 miles approx., one owner; £4,750.  
1948 Rolls-Royce Silver Wraith Hooper touring limousine, black/maroon leather, 29,400 miles; £2,950.  
1947 Rolls-Royce Silver Wraith Hooper touring limousine, black and grey, electric division, recent Rolls-Royce built over £500; £2,750.  
**AUDLEY House, North Audley St., W.1. Mayfair 5242. (C5030)**

## ROLLS-ROYCE

**SWANMORE GARAGE, Ltd., offer:—**  
1950 Rolls-Royce Silver Wraith 4-seater drop head coupe by Gurney Nutting; £2,995.  
1940 Rolls-Royce Wraith (first registered 1949); £1,675.  
1937 Rolls-Royce Phantom III (two); £1,175.  
1935 Rolls-Royce Phantom II; £695.  
1933 Rolls-Royce Phantom II Continental drop head coupe; £595.  
1931 Rolls-Royce Replica; £595.

**SWANMORE GARAGE, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 4334-4335. (C4024)**

**HOFFMANN'S OF BRADFORD, Ltd.**  
1949 Rolls-Royce touring limousine by Hooper, black with brown hide, 39,266 miles, one owner, electric division and rear blind; £3,350.—177, Manningham Lane, Bradford 8. Tel. Bradford 23791. (2809)

**CHIPSTEAD MOTORS, Ltd., offer:—**  
25hp sports 2-seater, razor edge drop head coupe, 1934, black with red leather, two owners, immaculate condition throughout, discs, bumpers, etc., really attractive car.  
25hp 1936 open sports 4-seater, fawn and brown, one owner, very low mileage, bumpers, virtually as new.

VARIOUS other drop head coupes and sports saloons in course of preparation for sale.  
**CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1076)**

**BROOKLANDS: Individuality new and used cars.**

1950 Rolls-Royce Silver Wraith d.h. coupe by Hooper.  
1947 Rolls-Royce Silver Wraith limousine by Mulliner.  
BUY or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 8351-6. (C1029)  
**CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—**  
1947 Rolls-Royce Silver Wraith owner-driver sal., by Park Ward, 50,000 miles, superb condition throughout; £2,650. 4110.  
**SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.**

**SERVICE:—Works & Stores—Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. (C2010)**

1929 20hp H. J. Mulliner Weymann fabric owner-driver saloon; £200.—Par. 5077. (C3030/1)

**ROLLS-ROYCE 1949 Silver Wraith 7-passenger limousine by Hooper, 25,000 miles, immaculate; £3,300.**

**EDWARDS & Co. (BOURNEMOUTH), Ltd., Tel. Bournemouth 1272. (2520)**

**HEARNES ROLLS. Several Guaranteed chassis complete with magnificent Hearn Bodies From £1,625. Attention Address:—**

**LIFE AND SAUNDERS (COACHBUILDERS), Ltd., A Head Office, Station Approach, Kew Gardens, Richmond 1161. (1024)**

1934 20 25 H. J. Mulliner saloon, well maintained. C. V. Rushmer, 39, Holland Park, W.11. (C3061)

20hp i.w.b. shooting brake, choice of three; from £1,500.—Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477.  
**CASS'S MOTOR MART.—1933 Rolls-Royce Young sports saloon, black; terms and exchanges.—5, Warren St., W.1. Euston 4110. (21012)**

1934 Rolls-Royce 20/25 drop head coupe by Range-lagh, excellent history; £525.—Simmons, 12, Rex Place, Park Lane, W.1. Grosvenor 1189, 2635. (2796)

**ROLLS-ROYCE saloons and limousines, all models at bargain prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6. Riverside 7644. (1968)**

**ROLLS-ROYCE 1933 limousine (Hooper), perfect condition, leather throughout, new tyres, taxed Dec. 1953; £375.—Tel. Watford 7907. (2682)**

1938 Rolls-Royce P. III limousine; £925.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1933 Rolls-Royce 20/25 sports saloon (Windover), fitted with new tyres, radio and heater, taxed for the year; £565.

**REO, TIMMS (MOTORS) Ltd., 17-18, High St., Teddington, Beds. Tel. 371. (C4064)**

**G & M ALFREDS (1956), Ltd., formerly Guy Alfreds.—First registered 1939 Rolls-Royce, electric drop head foursome, body by Messrs. Windover, superb order throughout.**

1937 Rolls-Royce 20/25, owner-driver, swept back saloon, £600 recently spent at Messrs. Rolls, fine condition throughout.—6-7, Warren St., W.1. Euston 3268. (C1006)

1933 (November) Rolls-Royce 25hp, black, green leather, radio, owner-driver saloon, very carefully kept one previous owner, complete history; £400.—Watson, 25, The Close, Norwich. Tel. 22075. (2676)

1936 (July) 25-30 Rolls-Royce Mulliner 4-light saloon, blue, H.M.V. radio, heater, wheels, discs, etc., attractive wide body, moulded luggage boot, coachwork, tyres, mechanical condition outstanding; £650, exchanges, terms.—Reading 71757. (2676)

**R. C. MORTLAKE offers 1929 20hp Rolls-Royce sports saloon with boot; 1938 25/30 Rolls-Royce sports saloon with division; 1939 25/30 razor edged sports saloon.—253, Kensal Rd., London, W.10. Arnold 4604. 6452. (C5017)**

1951 Rolls-Royce Silver Wraith fitted with Freestone & Webb 4-light sports saloon, finished black with light fawn hide, one owner 27,000 miles; a most attractive-looking car, complete with all luxury equipment; £4,150.—Castle's, Church Gate, Leicester. 6251. (2203)

1937 (January) Rolls-Royce Phantom III limousine by Windover, winding division, occasional seats face inward, colour black, only been used for between 4-5 years, carefully stored for 12-13 years, mileage on speedometer 34,000, a real specimen, offers wanted near £1,045.—Star Motors, Abillon St., Walsley, Cheshire. Tel. Wallasey 1365. (2504)

## ROLLS-ROYCE

**A & S** 1937 Thrupp 30hp partitioned, swept tail limousine, black, forward occasional seats, exceptional throughout, reasonable cost.  
**L** IMOUSINE 1936 (April) 25/30, Hooper, partition, L forward occasional seats, privately owned, genuine mileage 44,000, desirable condition throughout, £1,195.

**A & S** Limousine Park Ward (late 1935) Phantom II, partitioned, widest occasional seats, 6-wheels private, magnificent throughout, black, exceptional opportunity. £595.

**L** IMOUSINE P.3 29/12/35 (5.A.K. series) Freestone and Webb, partition, forward occasional seats, speedometer reading 47,337, magnificent carriage, £795.

**A LPE & SAUNDERS LIMITED** Seven Passenger Rolls-Royce Specialists, Providence Court, North Audley Street, Mayfair-2941. (C1006/1)

1939 Rolls-Royce Wraith limousine, body by Hooper, Ltd., colour black, mileage 52,000, immaculate condition, forward-facing occasional seats, £1,465.—Langney Motors, Ltd., Eastbourne. (2572)

1932 Rolls 20-25hp landaulet by Windover, recent rebuild, a delightful car, in sound condition throughout; outstanding buy for £365.—Mansell, 43, Tavistock Ave., Greenford, Perivale 040. (2662)

**OWNER-DRIVER 1936 30hp Series G40 partitioned Hooper Saloon, extending boot, black, reasonable mileage, delightful condition, mechanical certificate, £750. Alpe & Saunders Ltd. Providence Court, North Audley Street, Mayfair-2941. (C1006)**

**XXX** Quite exceptional 1937 (May) 25/30 Rolls-Royce fitted with superb 4-door 4-window owner-driver sports saloon body with disappearing glass division and incorporated rear locker by Messrs. Park Ward; it is a most fully and luxuriously equipped car and has sliding roof, wheel discs, twin horns, speedometer, lamp, etc., and is finished in black with chromium bright fittings and red leather upholstery with carpets to tone; the registration book shows it to have had only two owners, the speedometer reading is 63,000 which we are given to understand is the genuine mileage and it has a most delightful performance; it must be seen to be appreciated. Rolls-Royce service history is in our possession; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

## Rolls-Royce Cars Wanted

**C**  
**M**  
THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (0970/R)  
**J. MARSHALL.**

**WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition.**  
**J. MARSHALL, 69, St. Albans Rd., Watford. Tel. 0498/R.**

**PERFORMANCE CARS** urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841.

**HOWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3. Ham. 6041. (W4018/R)**

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69 Weston St., Crystal Palace, S.E.19. Livingstone 656. (0345/R)

**THE SOUTHERN MOTOR CO.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, B. Crawley, Sussex. Crawley 437. (0350/R)

**MASCOT MOTORS, Ltd.** are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driver coachwork.—257, Kensal Rd., W.10. Ladbroke 1231-2. (W3007)

**A & S** urgently require 25/30hp Saloon and Coupe with boot, also privately owned 25 30hp Limousines, details please. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

## Rolls-Royce Spares and Service

**JACK BARCLAY (SERVICE) Ltd.**  
LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Flaxman 2223. (S1082/R)

**CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.**  
**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**

**SPARE parts.**  
**SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (10614/R)**

**ALL** spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Weston St., Crystal Palace, S.E.19. Liv. 3362. (0064/R)

## ROVER 10

**BENTALLS, Ltd.**  
1946 Rover 10, black, one owner; £475.—Kingston-on-Thames. Kingston 1001. (C1093)

**GORDON & GLYNN, the Rover specialists, offer:—**  
1938 Rover 10 saloon, one owner since new, recent condition throughout, guaranteed 3 months; £285.

**GORDON & GLYNN, 189-195, Pavilion Rd., Sloane Sq., S.W.1. Sloane 6326/426. (C2011)**

1938 Rover 10hp black saloon; £165; evenings and Saturdays.—19, Penveney Ave., Enfield, 2687

**ROVER 10 sports saloon, 1939, 2-door, 4-light, R motor, very good condition; £290.—E.C.P. Engineers, Ltd., Stamford 2387. (2768)**

1939 Rover 10 d/saloon, black, perfect condition, unrepeatable opportunity; £295!!!—A. Z. Motors, Palmerston Rd., N.W.6. May. 4724. (C1011)

1939 (September) Rover 10 de luxe saloon, original condition; £345; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5963. (C5034)

**£249.—1938 Rover 10 sports saloon, rear boot, immaculate condition; genuine thoroughbred.—R. Balham, Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-S.9. (C2024)**







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SINGER

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 Singer black and red sports 4-seater, taxed year, £365.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3552.

1949 Singer 10 saloon, green, brown cloth upholstery, 1949-R. S. Currie &amp; Co., Ltd., 105, Westbourne Grove, W.2, Bayswater 0365.

1949 Singer Super 10 saloon, in superb condition, £360—G. W. Wilkin Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241.

395 ans—Singer 9 1951 4AB sports Roadster, glass sidecreens, i.f.s., carefully used, excellent condition, terms, exchanges.—Rowland Smith, below.

245 ans—Singer 10, 1953, saloon, sliding head, leather, good tyres, terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

125 ans—Singer 10, 1953, saloon, sliding head, leather, good tyres, terms, exchanges, list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

£145—Singer 16, 1936-7, fitted most magnificent Airlins sports saloon bodywork, excellent throughout, really looks and runs like £500 motor car; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221, (East Finchley Underground).

1936 Singer 9 de luxe saloon, over £100 recently spent on mechanical overhaul, £120, terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx, Tel. Uxbridge 3122 (opp G.P.O.).

1951 model Singer 1500 saloon, green with fawn leather, one owner, low mileage, fitted heater, radio, taxed till December, immaculate condition, £325.—Abington Motors, Ltd., Wellington Road, Northampton, Tel. 10106.

£155 deposit.—Singer 1500 (July, 1950), immaculate, black, upholstery, coachwork, radio, heater, new tyres, beautiful beige upholstery, excellent mechanical condition, taxed year; 3 months' guarantee; terms and exchanges.—Tudor 9073, Fitzroy 0295.

1951 S.M.1500 de luxe saloon, dark green, beige upholstery, heater, pass-light, 24,000 careful miles, perfect condition throughout, excellent performance, identical 1950 current model, £475, taxed year.—57, Parkside Drive, Edgware, Sto 7072.

## Singer Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.5 Ham. 6041.

THE Singer Spares and Service Repairs, Auto-mechanics, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.15, Riverside 6496.

L. LANCASHIRE'S premier Singer spares stockists.—Coulthirst &amp; Grimshaw, Ltd., 759, Whalley New Rd., B. &amp; A. 4929.

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11, Speedwell 4701/2.

ALLEN OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock, quite chassis number.—Berkley Square, Bristol, Tel. 25514.

MANCHESTER, South Lancashire, North Cheshire, specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton, Tel. 4000, Deansgate Manchester, Deansgate 4507 (1950 R).

REPAIRS at reasonable prices; parts, gears, recon-ditioned guaranteed gear boxes, engines, suspensions, shock absorbers; trade discount.—Tarrant &amp; Frater, 10, Winchester Mews, N.W.3, Primrose 1936.

## SPORTS CARS

B. &amp; G. MOTORS offer:—

£235.—Marenda Special 16hp open speed 4-seater, 1937, opulent grey, 3-carburettor Coventry Climax engine, under flexible exhausts, foldflat screen, concealed hood, etc.

£165.—M.G. 14hp P.A. open sports 2-seater, red, excellent hood, slab tank, 3-bearing crank, etc., goes really well.

£165.—Singer 9 Le Mans open 4-seater, June 1937, red, new hood, very quiet engine.

£150.—Alvis Speed 20 open sports 4-seater, positively immaculate British racing green cellulose bodywork, 90 m.p.h. demonstrated with pleasure, come along and be frightened to death.

£125.—Singer 9 Le Mans open 4-seater, special light mudguards, foldflat screen, twin cables, knock-on wheels, etc., red.

£115.—Singer 9, 1936 model semi-sports open 4-seater, one owner car, in prime and black absolutely original, new hood, fast, economical and reliable.

£85.—Wolsley Hornet 12hp Daytona chassis fitted open sports 4-seater bodywork, knock-on wheels, 4 speeds, foldflat screen, new tonneau cover, fast and attractive car.

£69.—Austin 7, special competition model 2-seater, in British racing green, cellulose bodywork, spotless cellulose; another Austin sports 2-seater at only £65.

£55.—Austin 7, 1934, open 4-seater, 4 speeds, mechanically excellent.

MANY others. Easy terms.—B. &amp; G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1, Gulliver 3579.

CHILDREN CARS offer:—

FIAT 1934 1100 saloon, blue, excellent, open through-out, £185.

H.R.G. 1½-litre competition 2-str., ex-G. Ruddock, Lavalant crank, special deflector head; £365.

RILEY 12 4 Lynx 4-seater, tourist, £265.

CHILDREN CARS, Ltd., 11a, Water Lane, Leighton Buzzard, Beds, Tel. Leighton Buzzard 2060.

SINGER Ship Le Mans 2-seater; £130 on a 3000 cc. engine, Cowley Hill Lane, St. Helens 3912.

SEE H. Lagonda sports saloon under Lagonda column.—P. Weaver.

## SPORTS CARS

K2 1951 Allard 2-seater roadster, this is the car with the coil spring i.f.s., is most impressive, performs beautifully on the road with really refreshing exhilaration, cellulose in Spring Dawn pale blue, with a finish just like new, contrasting navy blue leather, and new hood piped blue to match. Brilliant chromium. Individually: Sreenwashers, winking indicators, fitted suitcases, revolution counter, cigar lighter, Allard cylinder heads with twin carburettor layout, mph/kph speedometer, come and enthuse with us. Terms, exchanges.—Below.

HRG A VERY enviable and as-original 1948 2-seater. Two owners genuine moderate mileage, maintained by makers who recently overhauled engine, all bills, Cellulose laudible British Racing Green, matching hide tailored and leather reinforced at edges. In addition to the standard comprehensive equipment are several extras, such as manual ignition control and latest special head lights. Cherished and nursed all its life as is proper for such a car; £335, terms, ex-changes. Highams Park Garages, Ltd., c/o Beverley Motors, Beverley Rd., Highams Park, London, E.4, Tel. Larkwood 7209, 2031.

CHARACTER CARS offer:—

ALFA-ROMEO 1750cc blown and unblown saloons; dition: M.G. 1939 P.A. Tickford drop head 4-seater and 1939 2.6-litre drop head 4-seater.

CHARACTER CARS, Wellesley Garage, Wellesley Court Rd., East Croydon, Croydon 2555.

B. BERT MASON SPORTS CARS.

£125 M.G. 8hp J1 Midget 2-seater sports, im-der exceptional order; £55, Morris 10 sportsman's club coupe, £145, Wolsey Hornet special E.W. sports saloon, 1935, £185, M.G. 2-litre sports saloon, 1937, £255, Allard-Mercury sports 4-seater, full racing and completely reconditioned, 1949, we have a large selection of Jaguar and Riley spares; hire purchase on all Clapton, E.5, Amberst 1814.

R. ROWLAND SMITH'S for sports cars.

ALLARD 1949 sports 2-seater, choice of 3 from £525ns.

ALVIS 17, 1936-37 Nippy sports 2-seater, choice from £165ns.

FRAZER NASH-B.M.W. 1936 type 55 special sports 4-seater, concealed hood, single downdraught, scarce model, £265ns.

M.G. Midget TD 2-seater, one owner, choice of 1952 and 1951 supercharged from £45ns.

TC 2-seater, choice of November 1948 and 1949 models, from £25ns.

P 2-seater, choice of 1934 and 1935 models from £25ns.

MORGAN 4 4, 1947 sports 2-4-seater £345; 1939 sports 4-seater 265ns.

SINGER 9 1951 4AB sports roadster, glass sidecreens, i.f.s., choice from 395 ns; 1939 sports roadster 245ns, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5, Hampstead 6041.

J. H. BARTLETT offers finest selection of guaranteed sports cars in the world; our present stock includes:—

ALFA-ROMEO 2.3 S/C Mille Miglia 115 m.p.h. 2-seater; £395.

ALFA-ROMEO 1750 S/C, undoubtedly the finest example available to-day; £695.

ALFA-ROMEO 1750 S/C Zagato, superb condition; £590.

ALFA-ROMEO 1750 S/C drop head coupe, recondi-tion; £325.

C 1949-50 saloon, one owner; £375.

ASTON MARTIN DB II saloon, specially tuned; £1,750.

BENTLEY 1934 Park Ward coupe; £395.

BRISTOL late series 401 saloon; £1,750.

BRISTOL 1948-9 type 400 saloon, works history; £225.

BUGATTI 150 m.p.h. 578C coupe; £875.

FIAT 1500 saloon, a one-owner superb condition car, every conceivable extra; £325.

FRAZER NASH-B.M.W. 327 90 saloon; £595.

FRAZER NASH-B.M.W. 327 55 drop head coupe, specimen car; £625.

FRAZER NASH-B.M.W. special type 55 saloon; £295.

HEALEY 1953 F type drop head coupe, small mil-lage; £1,275.

HEALEY 1951 Abbott drop head coupe, recorded mileage 12,000, almost unmarked; £375.

HEALEY special Nash engine drop head coupe, 100 m.p.h. cruising at 3,000 r.p.m.; £1,075.

HEALEY 1949 Elliott saloon, many extras; £695.

HEALEY 1948 Elliott saloon; £595.

HOTCHKISS 1949 100 m.p.h. full 4-seater saloon; £675.

JAGUAR r.h.d. XK120 fixed head coupe, many extras; £1,095.

JUPITER 1952 series Mark III special 2-seater, one owner; £495.

LANCIA post-war one-owner Ardea saloon, really superb condition; £875.

MERCEDES type 500 cabriolet A. works maintained; £475.

M.G. 1952 very special saloon, timed speed 92 m.p.h.; £725.

M.G. 1953 TD 2-seater, one owner, very special car; £625.

M.G. 1947, one owner, just reconditioned; £375.

SIMCA sport 90 m.p.h. drop head coupe.

THESE cars are all in above average condition, ex-pected examination welcomed; exchanges and im-mediate hire purchase terms arranged.—27A, Pembridge Villas, W.11, Bayswater 0523.

## SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer mostly recondi-tioned and in showroom condition:—

A.C. (reg. 1941) 3-carburettor fouroume drop head coupe, one of the last manufactured and registered 1941, French blue with new plastic leather hood, over-hauled and immaculate; £375.

ALVIS Speed 20 1934 V.D.P. sports 4-seater, excep-tional condition; £275.

DARRACQ 1939 4-litre special Paris Show stream-lined 2-door fixed head coupe, with fanned tail, 4 6 10 high, Bugatti blue, pigskin upholstery, fitted chrome discs, overhauled, 100mph.

DELAGE D6 70 1938 streamlined saloon, reconditioned engine, brakes, steering, clutch, etc., etc., just fitted, Colat box, specimen, £475.

DELAHAYE 1935M, 1939 model, fitted reconditioned Lysalant engine, completely overhauled gear box, clutch, brakes, steering, etc.; Chapron 2-door fixed head coupe, blue/black; £575.

LE MANS Frazer Nash.—See under "Racing Car" column.

100 Competition 2-seater Jaguar, specially built by Henlys and reg. 1949, new engine and XK120 gear box, terrific performance, probably one of the best in the country.

XK120 late 1953 modified, one titled owner, this car really is a specimen.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Ken-sington, London, S.W.3, Faxman 0052 7253.

ARMSTRONG Hurricane, 1950, taxed, Dec., radi, excellent all round; £450.—C. Arnold, 8, Homestead Way, Northampton, Tel. 31001.

TYPE 37, Grand Prix Bugatti, fitted 2-litre Atlanta engine, fast and docile; £160.—C. Arnold, 8, Homestead Way, Northampton, Tel. 31001.

PERFORMANCE CARS, the Sports Car People, Great West Rd., Brentford, Middlesex, Tel. Ealing 8841 (3 lines).

ONLY 3 minutes from Northfields Tube Station, or Piccadilly or District Underground.

WRITTEN guarantee, immediate H.P. and insurance, B.M.T.A. M.A.A.; appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:

ALLARD 91P sports saloon, radio, heater, 1950, £445; Allard 71K d/h fouroume, 1948; £345.

ALVIS 61M 4-seater coupe, 1948, £245; Allard 61M sports saloon, 1948, £245.

ALVIS Speed 25 drop head fouroume, 1937, £295.

ALVIS 5½-litre Mullins saloon, 1936, £255.

ALVIS Speed 20 drop head fouroume, £255.

ALVIS Speed 20 Charlesworth saloon, 1935, £195.

ALFA-ROMEO 1750 supercharged Castagna coupe, 1938, £395; Alfa-Romeo 1750 50 tourist, 1931, £175.

ASTON MARTIN, large selection of pre-war models. See under "Aston Martin" column.

BENTLEY 5½-litre Mulliner drop head fouroume, 1934, £495; Bentley 4½-litre tourist, 1929, £195.

BENTLEY 3½-litre tourist, Le Mans practice car, 1927, £245; Bentley Big Label tourist, 1925, £145.

BENTLEY 1½-litre sports 2-seater, 1932, £195.

BENTLEY 6½-litre drop head fouroume, 1938, £395.

FRAZER NASH Mille Miglia, 1952, £1,495; Frazer Nash T.T. chain-gang 4ED Meadows, 1934, £260.

FIAT 500 cabriolet, 1937, £185; Fiat 1100 sports saloon, 1940, £195; Ford V.8 91A coupe, 1939, £195.

HEALEY 2½-litre Duncan sports saloon, 1952, £595; Hotchkiss Paris Nice d/h fouroume, 1938, £245.

JAGUAR 3½-litre drop head fouroume, 1948, £445; Jaguar 2½-litre d/h fouroume, 1938, £245.

JAGUAR S.S.100 3½, competition car, 1939, £375; Jaguar S.S.100 2½ comp. 2-str., specimen, 1937, £445.

L. LAGONDA V.12 Park Ward sedan de ville saloon, 1936, £245; Lagonda division, radio, specimen throughout, 1936, £245.

L. LAGONDA 4½-litre Vanden Plas tourist, 1934, £225; Lagonda Rapier 10hp tourist, 1935, £225.

MASERATI San Remo 4 C.L.T. 1½ supercharged, ready for season's racing, ex-Parnell, 1949, £995.

MASERATI 2.9 Grand Prix road car, ex-Crampton, 1934, £995; Morgan 4 4 10hp 2-str, 1939, £265.

MERCEDES-BENZ 540K type B cabriolet, 1939, £495; Morris Minor convertibles, 1950 (2) from £375.

M.—See large selection under M.G. column; also spares and service.

RILEY'S—See large selection under Riley column; also spares and service.

ROLLS-ROYCE 20 25 Windover limousine, 1935, £375; Rolls-Royce 20 25 Park Ward limousine, 1935, £445.

ROLLS-ROYCE 20 f/h Park Ward coupe, 1928, £195; R. Ralston Straight 8 d/h fouroume, 1938, £245.

SUNBEAM-TALBOT 90 drop head fouroume, 1950, £475; Standard 8 4-seater tourist, specimen, 1946, £315.

TRIUMPH Dolomite 14/4 drop head fouroume, 1939, £265; Volkswagen standard saloon, 1947, £295.

UNIVERSALLY acclaimed the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS annex:—

ALVIS Speed 20 saloon, 1934, £115; Alvis 17hp saloon, 1938, £95; Austin 10 saloon, 1933, £45.

ALVIS Speed 20 saloon, 1934, £115; Alvis 17hp saloon, 1938, £95; Austin 10 saloon, 1933, £45.

ALVIS 14hp Firebird coupe, 1935, £175.

BENTLEY 6½-litre coupe, 1930, £215; Bentley 6½-litre tourist, 1930, £145; Bentley Speed 6 tourist, 1930, £145.

CITROEN 15hp saloon, 1936, £135; Delage D.8 coupe, 1931, £115; Ford 10 tourist, 1937, £145.

FRAZER NASH, Ford V.8 unit, 1947, £195; Ford V.8 91A saloon, 1938, £145; Graham 26hp saloon, 1941, £145.

HOTCHKISS 23hp Tickford coupe, 1931, £265; Lagonda 3½-litre tourist, 1930, £145; Lagonda 4½ saloon, 1934, £145.

MERCEDES-BENZ 2-litre cabriolet, 1934, £145; M.G. 2-litre drop head fouroume, 1939, £135.

MORGAN Ford 8 unit, 3-wheeler, 1939, £265; Riley 9 Trinity tourist, 1932, £95; Riley 9 Lyncoke coupe, 1931, £95.

RILEY 1½-litre Falcon saloon, 1935, £165; Riley 15 6 Adephi saloon, 1936, £225; Riley 9 saloon, 1932, £95.

ROVER 14 saloon, 1936, £115; Rover 16 saloon, 1937, £145; Singer 9 Le Mans 2-seater, 1932, £165.

STRAIGHT 3-berth caravan, 1952, £135; Stude-baker 26hp coupe, 1938, £95.

PERFORMANCE CARS ANNEX. Windmill Rd., Brentford, Middlesex. Ealing 8841. (C504)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SPORTS CARS

CARS for the enthusiast.

If you require a good pre-war car in excellent condition at a reasonable price we have the best selection in the country. Our stock consists of good vintage, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday, for inspection.

VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting, Mitcham S21. Bargain basement for thoroughbreds under £150.—155, Elmers End Rd., Beckenham, Tel. 2521. [C4039]

WARWICK WRIGHT, Ltd., offer:—  
1954 Sunbeam Alpine roadster, red, 1,000 miles; £1,165. [C4045]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

LAGONDA 3½-litre saloon, 1955, two owners since new, specimen condition; £185.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. [C5045]

FRAZER NASH 1953 Targa Florio, 140bhp Bristol engine, genuinely as new, ice blue with blue leather, spare wheel in wing giving extra large boot.—Apply A.F.N. Ltd., or Brooklands, Bond St. [C5045]

Wolsley Hornet Special 2½-seater sports, superb condition, twin carbs, new bearings, rings, etc., recently resprayed, re-chromed, re-wired; car for the enthusiast.—69, Offington Ave., Worthing, Tel. Swanand 765. [C5045]

1950 Healey Silverstone, finished red, faultless condition in every detail, low mileage, one owner, recent special maintenance overhaul and tuned to 120 m.p.h. almost as new, £695.—Pantiles Service Garage, London Rd., Guildford GU1 5BZ. [C5045]

JOHNSON & BROWN offer 1947 M.G. T.C. Midlet, £295; Rolls-Royce P.1 7-seater, £135; 3½-litre Jaguar, 1956, 4,000 miles, £285; Ralston drop head coupe, £295; 2½ M.G. supercharged.—Ringers Ltd., Bromley, Kent (20 mins. Victoria), Ravensbourne 6479 and 2522. [C5073]

1929 Sunbeam 20 2-seater, mechanically perfect, original handbook and weather equipment sound, some spares, taxed, insured, 1955, in everyday use, genuine 25 m.p.g., new battery, everything works, £50 or reasonable offer.—"Boscoeb", Tanyore Rd., Tanyore, Bucks. [C5045]

AUTOMOTIVE offer 1936 S.S. Jaguar 4-seater tourist, ohv engine, taxed, £165; 1939 Alfa 2.3 sports, ohv, £295; 1951 Bentley 4½ D.H.C., choice of 3, from £165; 1955 Alfa 2.3 sports, ohv, £295; 1955 Sunbeam 3½, pillarless, taxed, £135; 1956 Sunbeam 3½ saloon, taxed, £85; Bugatti Special 2-seater type 57, £245; 2-litre M.G. sports saloon, taxed year, £195; 1958 Talbot sports saloon, taxed, £265; 1958 Jaguar 3½ saloon, taxed year, £225; 1954 Triumph Gloria 4-seater sports, £85, 1958 S.S.100 3½ sports, taxed, £475; 1956 Morris 4-seater tourist, taxed, £145; 1956 Morris 6 4-door saloon, taxed, £145; Austin specials, choice of 3 from £95 each.—Automo. Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3450. [C5073]

1936 S.S.100 3½ sports, taxed, £475; 1956 Morris 4-seater tourist, taxed, £145; 1956 Morris 6 4-door saloon, taxed, £145; Austin specials, choice of 3 from £95 each.—Automo. Ltd., 229, West End Lane, Hampstead, N.W.6. Hampstead 3450. [C5073]

SPORTS CARS WANTED  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham 6041. [C4045]

PERFORMANCE CARS.—S.O.S. Stock sinking rapidly; sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C5045]

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam, Talbot, Morgan, etc.—please write, phone or call, giving full particulars of price required, our representative will call if it is inconvenient for you to come to Wembley. [C5045]

MERCURY MOTORS, Universe House, 624-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C5014]

SPORTS CARS SPARES AND SERVICE  
TUNING, repairs, unobtainable spares made.—Automotors, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 6496. [C5073]

1939 Standard 8 saloon, one owner; £175.  
X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin 6355. [C4060]

123 miles.—1954 (May) Standard 8 saloon; list price.—Weybridge 600. [C4062]

1939 Standard 8, £255; 1946 Standard 8 Tourer, £275; 3 months' guarantee; terms and exchanges. [C4062]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1947 Standard 8 saloon, 27,000 miles, one owner, excellent, black.—Rickford, Ltd., Temple Bar 5358. [C4062]

1947 Standard 8 d.h. coupe; two cars from £270. Fitted heater; list price of £305/1/8. For other Overseas Car bargains, see page 61, May 14 issue. [C4019]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C5051]

CHARLES RICKARDS, Ltd., offer:—  
1952 (Apr.) Standard Vanguard, finished grey, one owner, fitted heater, 16,000 miles since new, taxed for year, in faultless condition throughout; £565. [C5050]

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad. 1820. [C5050]

GUY SALMON AUTOMOBILES offer:—  
1952 Standard Vanguard estate car, 23,000 miles, comet blue blue upholstery, heater, excellent condition; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

A. SAUNDERS, Ltd., Golders Green, offer:—  
H 1951 (Feb.) Standard Vanguard saloon, one owner, highly recommended; £475. [C4004]

AUSTIN HONDA, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1951 & 1950s, choice of two, one-owner cars, taxed year; from £395.  
KJ MOTORS, Ltd., Vidmore Rd., Bromley, Ravensbourne 3456. [C5014]

STANDARD 8  
£150.—Standard 8 Tourer, 1940, recently overhauled, new hood, battery.—2, Appledore Close, S.W.17. Bal. 7432. [C4062]

STANDARD 8 Cars Wanted  
RICHARDS & CARR offer Standard 8, 1955-1—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

STANDARD 9  
STANDARD 9hp 1935 saloon, reconditioned engine, perfect runner; £90, evenings.—"Stanleigh", Hammer Lane, Halsemere, Surrey, Tel. 950. [C5013]

STANDARD 10  
1939 Standard 10, 4-doors, paint as new, upholstery good condition, price £250.—Miss Porter, "Avenay", Crowthorne, Sussex. [C5013]

DICKS.  
1948 Standard 12 drop head fourseater coupe, really fine car; £370. [C5013]

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maiba Vale 6889-9. [C1072]

1947 Standard 12 de luxe saloon, black, one owner, beautiful condition; £325.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011]

395 Standard 12 de luxe saloon, black, one owner, good, black, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below. [C4016]

295 Standard 12, October 1947, de luxe saloon, grey, sliding head, blue leather; terms, exchanges.—Rowland Smith, below. [C1011]

195 Standard 12, 1948, fourseater drop head, sliding head, leather, L.S.; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016]

£222!!! 1938/9 Standard 12 de luxe saloon, with modern shape, this vehicle is undoubtedly specimen condition, looks and runs like post-war model; 5 months' guarantee, hire purchase, exchanges. [C5052]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C5052]

STANDARD 14  
DICKS.  
1948 Standard 14 utility saloon, most useful and attractive body; £575. [C1072]

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maiba Vale 6889-9. [C1072]

1948 Standard 14, black with green leather upholstery, immaculately kept; £350. [C1002]

A.C.R. AUTOS, Ltd., 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccusay 2211-2. [C1002]

1948 Standard 14, immaculate car throughout; £395; 3 months' guarantee; terms and exchanges. [C4054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

STANDARD 14 1949 engine in Lancashire coachbuilt saloon, superb performance; 180h.p.—Vigilant 4817 after 2.30 p.m. [C5073]

£365.—Standard 14 1947 d.h. coupe, engine just reconditioned, new hood, faultless cellulose and chrome, many others. [C1017]

BENMOTORS, 91 Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, n.p. [C1017]

STANDARD VANGUARD  
CAR MART, Ltd.  
1951 Standard Vanguard saloon, radio, heater; £545. [C1039]

1952 (overdrive), £615.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039]

ELITE MOTORS offer:—  
1952 Standard Vanguard saloon, dark green beige, one owner, heater, recorded mileage 22,000, immaculate condition throughout; £575. [C2005]

LITE MOTORS 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

RUSSELL MOTORS offer:—  
1953 Phase II Vanguard, 11,000 miles, radio and heater; £675; any trial or examination. [C5060]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C5060]

AUTOMOBILIA, Ltd., offer:—  
1950 Standard Vanguard 4-door de luxe saloon, metallic green, grey leather, low mileage, excellent condition; £465.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1089]

OVERSEAS CARS, Ltd., offer:—  
NEW Standard Vanguard saloon, black red vinyl, fitted heater; list price of £305/1/8. For other Overseas Car bargains, see page 61, May 14 issue. [C5051]

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C5051]

CHARLES RICKARDS, Ltd., offer:—  
1952 (Apr.) Standard Vanguard, finished grey, one owner, fitted heater, 16,000 miles since new, taxed for year, in faultless condition throughout; £565. [C5050]

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins from Marble Arch). Pad. 1820. [C5050]

STANDARD VANGUARD  
miles.—1954 (March) Standard Vanguard saloon.—Weybridge 600. [C4062]

1951 Vanguard, heater, leather, excellent throughout, including tyres; £515. [C2053]

ERIC HAYES, Ltd., 15, Bishop's Bridge Rd., Paddington, W.2. Paddington 0249. [C2053]

ALWAYS a selection of Standard Vanguard with a written guarantee and free after-sales service at:—  
NAYLOR & ROOT, Ltd., 25 East Hill, Wandsworth, S.W.18. Batt. 2252. [C5022]

£425.—Standard Vanguard, 1949, leather upholstery and heater, well-kept condition. [C2008]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008]

1950 Vanguard saloon, heater, grey; £595.—S.W.1. Sloane 5424. [C5045]

1950 Standard Vanguard, excellent condition; £475.—Beardmore, 26, Queensway, Bayswater 0136. [C1015]

£415.—1949 Vanguard saloon, black, radio, heater, excellent condition throughout, guaranteed.—Kings Motors, 1, High St., Hounslow, Tel. 3552. [C5049]

1949 Vanguard, grey, leather, heater, 23,000 miles, cash exchange new Consul, Zephyr or Vaux with overdrive.—Dixon, 29, Claremont Ave., Woking. [C5055]

£375.—1949 Standard Vanguard l.h.d. saloon, one owner, 25,000 miles.—Le Gouvello, 107, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

1952 Standard Vanguard, silver, grey, one owner, immaculate car; £595.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1061]

1950 Reg. Vanguard saloon, in Comet blue, vinyl upholstery, nice condition; £395; consider part exchange.—"Fourteen", Offington Odns., Wokingham. Swanand 549. [C4027]

1949 Vanguard, grey, heater, loose covers, new battery, tyres only 19,000 miles, one owner, open abroad; quick sale £395.—Malloes, The Glen, Perthshire, Sussex, Tel. 262. [C5060]

1952 Standard Vanguard, grey and red, one owner, exceptional condition, taxed year; £595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 5451-2. [C5011]

1951 Standard Vanguard saloon, one private owner, finished black, leather upholstery, built-in radio, heater, spot lights, taxed December; £495.—Motourists (London), Ltd., 61, North Rd., East Finchley Station, N.2. Tudor 2501-2. [C5019]

PRIDE & CLARK, Ltd.—1951 Standard Vanguard saloon, black, blue, blue, heater, radio, choice three, from £439; 1949, grey blue, heater, radio, three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5063]

MAYFAIR GARAGES, Ltd.—June, 1951 Vanguard de luxe 4-door estate car, grey with red upholstery, l.h. drive, one careful owner, almost new appearance, guaranteed; £495.—Balderton St. top, St. Edmundo's, Mayfair, W.1. Mayfair 5104-5. [C5009]

Standard Vanguard Cars Wanted  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham 6041. [C4045]

STANDARD MISCELLANEOUS  
CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Croy 6965.—Standard and Triumph Main Distributors in areas of Surrey and Kent. 10052 R

Standard Miscellaneous Cars Wanted  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham 6041. [C4045]

PRIVATELY owned Standard 12 or 14—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [C5014]

MARSTON MOTOR CO., Ltd., for your Standard.—Tel. 854. 6000.—Seven Sisters Rd., Tottenham, N.15. [C1018]

XXX H. F. Edwards offer immediate cash for good Standard cars.—Details please to 10, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

Standard Spares and Service  
KJ MOTORS, Ltd.—Spares, reconditioned units, Girling, Radiomobile agents.—Bromley, Rav. 3456. [C5014]

LARGE stocks of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29459. [C5014]

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards, quote commission number when ordering. [C5014]

WHITES GARAGE, Ltd. Standard and Triumph Distributors Grimsby, Tel. 5466. [C4075/R]

STANDARD spares all models from 1935, replacement units, complete overhauls, reconditioning. Putticks, Ltd., Alexandra Terrace, Guildford, Tel. 5591. [C4251]

GEARBOXES, modified gear pairs supplied all models, 1934-39; write for quotation; immediate delivery most types.—Car Facilities, 2, Woodside Green, S.E.25. [C5014]

MARGATE, Kent.—Service and spares for all models. Post enquiries to Northdown Motor Co. (Disfranch), Northdown Rd., Margate, Tel. Thonet 52405. [C5014]

STANDARD spares for all models, largest provincial stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colne, Bk. (Tel. 3322). [C5059/R]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911)—Full range of spares, phone, write or call, orders dispatched immediately.—59-61, Edin. St., Kingston, Kin. 5151-4. [C5064/R]

REPAIRS at reasonable prices! Parts, gears, reconditioned guaranteed gear boxes (incl. 10/12, 1954/55) engines, shock absorbers, trade discount.—Tarrant & Fraser, 10 Winchester Mews, N.W.3. Primrose 0876. [C5076]

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.5. Finchley 5906-9. [C5052/R]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Studebaker Spares and Service**  
REPAIRS, parts, reconditioned guaranteed gear boxes, shock absorbers—Tarrant & Frazer, 10, Winchester Mews, W. 1. E. Fri. 6139. [C1922]

**Sunbeam Cars Wanted**  
CASH for Sunbeam 90; full particulars, photograph—Buxton, Whiteways, Frimley Green, Surrey. [2698]

**SUNBEAM-TALBOT**  
ACRES offer:—

1954 Mark IIA Sunbeam-Talbot, metallic grey, heater fitted, 6,000 miles only, one owner, as new. £1,075.

ACRES AUTOS, Ltd., 19 and 11, Ascot Parade, Clapham Park Rd. S.W.A. Tel. Macaulay 2211-2. [C1002]

**METROPOLITAN MOTORS.**

HILLMAN, Humber, Sunbeam-Talbot, Commer—

1950 Sunbeam-Talbot 90 saloon, loose covers, one owner, outstanding condition; £595—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [1758]

AUTOMOBILIA, Ltd., offer:—

1950 (reg. 1949) Sunbeam-Talbot 90 4-door de luxe sunbeam saloon, black, brown, hide, radio, heater, excellent condition; £575—Automobilia, Ltd., Pippenhoe Garage, Dorking 3304, 3921. [C1089]

W. MOTORS, Ltd., offer:—

1954 Sunbeam-Talbot 90 convertible metallic grey, red leather, fitted radio, heater, screen-washers, Ace Rimblishers, as new throughout, 6,000 miles; £500 under list price; £945—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, red, 1,000 miles; £1,165.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES offer:—

1953 Sunbeam-Talbot Alpine, 8,000 miles, heater, Alpine mist red leather, quite as new; £1,065—Portsmouth Rd. Thames Ditton, Esherbrook 5551-2-3. [C4001]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 (Nov.) Sunbeam-Talbot sports sunbeam saloon, one owner, highly recommended; £370.

ASTIN LEWIS, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]

1953 Sunbeam-Talbot 90 coupe, 4,000 miles; £1,025.

1953 Sunbeam-Talbot 90 saloon, 14,000 miles; £995.

1952 Sunbeam-Talbot 90 coupe, blue; £825.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London N.W.1. Eus. 6611. [C2023]

ALWAYS a selection of Sunbeam-Talbot with a written guarantee and free after-sales service at—

NAVIGATOR & ROOPE, Ltd., 25, East Hill, Wandsworth, S.W.18. Batt. 2252. [C3022]

£550—1952 Sunbeam-Talbot 90 Mark II Continental saloon—Godalming 512 (evening). [C2342]

1950 90 sunbeam saloon, satin bronze, new tyres, loose covers, exceptionally clean car; £595—Campbell Symonds, Wembley 6262. [C1037]

1950 (June) Sunbeam-Talbot 90 drop head convertible, grey, maroon leather, excellent condition; £575—Robbins, East Putney, Tel. 4581. [C3010]

1947 Sunbeam-Talbot 10 touner, grey/red hood, specimen car; £375—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4041]

£895—Mark IIA saloon, 1953, immaculate metallic finish, the whole car in most outstanding order, nominal mileage.

£635—Mark II coupe, 1951, with built-in heater, Rimblishers, loose covers, very attractive specimen.

£745—Mark II saloon, 1952, under two years old, 11,000 recorded miles, one previous owner.

£395—1952-12 litre 14hp sports saloon, 1946, late delivery car, fitted reconditioned engine just 12 months ago, smart metallic grey finish.

£50 a later 10hp sports saloon; same price.

CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

1950 Sunbeam-Talbot 90, dual colour, splendid order, low mileage; £560—Steele Griffiths, London, S.E.5. Rodney 2201. [2790]

1951 Sunbeam-Talbot 90 convertible, fitted heater and radio, one owner, superb condition, three months guarantee; £665.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1952 Sunbeam-Talbot 90 saloon, one owner, fitted with radio, heater, licensed, low mileage, excellent order; £750—Morrison's Garage, Falkirk. [2486]

1950 Sunbeam-Talbot sports touner, new hood, two owners; £565—L. F. Dove Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1953 Mark IIA saloon, bronze with red upholstery, heater, 13,000 miles, new condition throughout; £975—A Gray & Co., Guildford. Guildford 2585. [2732]

G & M ALFRED'S (1936), Ltd., formerly Guy Alfreds—1951 Mark II Sunbeam-Talbot 90 coupe, far above average—6-7, Warren St., W.1. Euston 3268. [C1005]

1951 Sunbeam-Talbot 90 Mark II saloon, one owner, new tyres, blue, Rootes heater, etc.; £635—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

1948 Sunbeam-Talbot 10hp sports saloon, fitted many extras, one owner-driver only, perfect condition throughout, reason for sale, new car delivered; £171, Brooke Rd., Oakham. [2715]

1953 (April) Sunbeam-Talbot 90 saloon, black, with beige H.M.V. radio, Rootes heater, 12,000 miles one owner; £895—R. C. Wimbush, Ltd., 512, Earle Court Rd., S.W.5. Fremantle 8401. [C4056]

**SUNBEAM-TALBOT**

1950 Sunbeam-Talbot 60 drop head coupe, one owner, heater, chauffeur maintained, in immaculate condition, guaranteed; £575—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C3053]

1951 Sunbeam-Talbot saloon, taxed December 31, H.M.V. radio, heater and demister, seal covers, low mileage, good tyres, first-class condition throughout, gunmetal, red trim; £650—Carter & Viner, Cooden Sea Rd., Bexhill-on-Sea. [2618]

£555—1949-50 Sunbeam-Talbot 90 sports saloon, magnificent, spotless condition throughout, heater, Flame Thrower and fog lamps, screenwiper, etc.; only wants seeing; also 1950 Sunbeam-Talbot 90 sports saloon, just had £100 overhaul; 3 months' guarantee; hire purchase exchange.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

325 cns.—Sunbeam-Talbot 10, late 1939, sports saloon, metallic chrome blue, sliding head, blue leather, good tyres, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

1954 (late February registered) Mk. IIA 5,000 miles only, absolutely immaculate and as new throughout, fitted with £100 extras including radio, heater, Flame Thrower and fog lamps, screenwiper, etc.; £1,000; no offers—Ring Birmingham Central 6894 business hours. [2500]

1952 Sunbeam-Talbot Mark II saloon, black with beige leather, heater, radio, loose covers, (two spot lamps, 24,000 miles, one owner, quite perfect throughout; £785; trade and part exchange enquiries invited—C. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

SUNBEAM-TALBOT 90 saloon, finished in satin bronze, heater and radio, one owner, first registered November, 1952, in excellent condition in every detail; any trial or examination; £835; deferred terms can be arranged—C. W. Eyrns, Ltd., Mersey St., Stockport, Tel. Sto. 2625-6. [2509]

**Sunbeam-Talbot Cars Wanted**

R. ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3335).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2231).

WROTHAM Heath—(Borough Green 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

RICHARDS & CARR buy Sunbeam-Talbot—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045]

URGENTLY required, 1949-53 Sunbeam-Talbot 90 or 90 saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [19974]

XXX H. F. Edwards offer immediate cash for 200, good Sunbeam-Talbot cars.—Details please ham 0012. [W2003]

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham, Tel. 46381. [0465/R]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot, modern cars required by George Heath, Ltd., 130-134, Newhall St., Birmingham, and Lower Temple St., Birmingham. [0363/R]

**Sunbeam-Talbot Spares and Service**

REPAIRS at reasonable prices; parts, gears, reconditioned guaranteed gear boxes, engines, suspensions, shock absorbers, trade discount—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 2647. [0933]

**TALBOT**

DICKS.

1938 Talbot 20hp saloon, very attractive condition; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

ECONOMY CARS have in stock:—

1934 Talbot 65 d.h. coupe, original condition, well maintained, fitted heater and many other extras; a gift at £125—32-38, Cross St., Sale, Tel. Sale 4141. [2811]

1937 Talbot 10 saloon, £175; 3 months' guarantee, terms and exchanges.

JAOK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

£169—1937 Talbot 10hp de luxe saloon, very nice condition throughout; terms—Autoships, 5, Balham High Rd., Balham 1503. [C1009]

105 sports special 4-seater, coachwork and chassis excellent, fitted with supercharger, taxed £300—Fugate, Bushy Heath, Herts. Tel. 1953. [C2017]

**Talbot Cars Wanted**

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Talbot Spares and Service**

LARGE stocks new and second-hand Talbot spares, 1929-36, included ambulance—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R]

JOHN BLAND for pre-war Talbot spares and repairs; many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; spined wheel hubs—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R]

## TRIUMPH

DICKS.

1939 Triumph 14hp coupe, grand condition throughout; £255.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase Specialists.

1952 (September) Triumph Mayflower saloon, one owner, 23,000 miles, black, immaculate, £265.

1952 very careful owner, heater fitted, 23,000 miles, coachwork and interior as new; choice of 3 others; 499gns.

HIRE purchase terms on the spot with no reference on your present motor cycle or car; always 200 cars under £200 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

GATEHOUSE offer:—

1949 (November) Triumph Renown 2000, one owner, 23,000 miles, black, immaculate, £265.

Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

ELITE MOTORS offer:—

1951 Triumph Mayflower saloon, maroon beige leather, heater, faultless mechanically, spotless body and interior, moderate mileage, any trial or inspection; £495.

1946 Triumph 1800 saloon, black; £395.

1951 (September) Triumph Renown saloon, grey; £595.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, one careful owner since new; choice of two; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 4502. [C2040]

CLANFIELD LAWRENCE offer:—

1948 Triumph 1800 Roadster, black, new tyres, new hood, seat covers, reconditioned engine, magnificent throughout; £499—407, High Rd., N.12. Finchley 6201. [C2055]

1949 Triumph 2000 Roadster; £455.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. [C4016]

WARWICK WRIGHT, Ltd., offer:—

1952 Triumph Renown saloon, heater, dark green, 22,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

MEBES & MEBS, Ltd. (Est. 1893), offer:—

1951 (June) Triumph Renown saloon, special cellulose steel blue, large model Ecco radio, twin speakers, heater, other extras, original and unmarked condition, one owner, small mileage; original cost £1,400; bargain £650—The Broadway, Mill Hill, N.W.7. Tel. Mill, 2040. [C5012]

1951 (October) Renown, absolutely as new; £585.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. [C4016]

MAYFLOWER saloon, moderate mileage, 108, Warwick Ave., Edware, Sto. 6144. [0965/R]

1950 2000 saloon, really excellent condition; £510.

Sparks of Streatham Hill, S.W.2. Tulse Hill 3434. [2445]

1951 Triumph Renown, black, immaculate; £555.

Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [2759]

1951 Renown just recolloured black, radio and heater, one careful owner; £625—Campbell Symonds, Wembley 6262. [C1037]

1953 (May) Mayflower saloon, black, fawn leather, 8,000 miles, spare unused; £595—Robbins, East Putney, Tel. 4581. [C3010]

1939 Dolomite 14/60 4-seater coupe by Guy Salmons, lovely car, well cared for, up to 27mpg; nearest £295—Box 5444. [C2525]

1950 Triumph Renown, low mileage, new condition; £565—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

ALFRED'S (1936), Ltd.—1950 (series) G & M Triumph 2000 saloon, one owner, superb order; £495 only—6-7, Warren St., W.1. Euston 3268. [C1005]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0944/R]

£155—Triumph 16hp Dolomite 1938 series 4-door saloon, bills available, taxed—Pleet, The Cottage, Mentmore, Leighton Buzzard, Cheddington 318. [C1067]

1949 Triumph 2000 Roadster, bronze, 21,000 miles only, radio, heater, as new; £585—H. A. Saunders, Ltd., 326-330 Euston Rd., N.W.1. Euston 4511. [C4041]

£225—1938 Triumph Dolomite 1½-litre sports saloon, clean and good; £75 down—Bray Motors, 180/184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£500—Mayflower, 1953 series, black/red, heater, 14,000 miles, part exchange or h.p. can be arranged—Staravia, Blackbushe Airport, Camberley, Surrey, Tel. Camberley 1600, ext. 230. [2726]

£495—Absolute gift, 1950 Triumph 2000 razor-edge saloon, only two careful owners since new, spotless condition and bargain price; 3 months' guarantee—hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1939 (May) Triumph 14hp Dolomite, recolloured, (recharged, £70 engine overhaul, (bills), new batteries, good tyres, any trial; £250—20, Berkeley Ave., Bexleyheath, Kent. [2692]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## TRIUMPH

**1949** Triumph Roadster, one owner since new, brand new engine fitted 3,000 miles ago; £525—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

**1949** Triumph 2000 saloon, black, beige leather, extras, etc., beautiful condition throughout, any examination; £495—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. (C4007)

**1954** (April) Triumph Renown saloon, black with brown leather upholstery, heater, genuine mileage 450; first offer of £385, recures. Stanley Goodwin, Ltd., Worcester Rd., Kidderminster, Tel. 2204-5. (C2484)

**495** ens.—Triumph Mayflower, 1952, saloon, leather, heater, carefully used, exceptional; choice of 5 Mayflowers; terms, exchanges; list: open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**JACK ROSE, Ltd.**, offer—1951 (December) Triumph Renown, in metallic green, 14,000 miles, spare unused, a beautiful car in as new condition, £645; 1952 Triumph Mayflower, Comet blue, spotless, one owner, 14,000 miles, £545—Stafford Rd., Wallington, Surrey, Wallington 6677. (C3056)

**1949** (July) Triumph 2000 Roadster, gunmetal, red leather, private owner, almost new tyres, Windtone horns, spotlight, demister, twin mirrors, taxed, immaculate, £495 with guarantee—Motorsists (London), Ltd., 61, North Rd., East Finchley Station, N.2. Tudor 2501-2. (C3018)

**1953** (July) Triumph Renown saloon, grey, red leather, H.M.V. radio, heater, screen wash, 5,000 miles only, brand new condition, unrepeatable; cost new nearly £1,200; a gift at £895. McKINNON MOTORS, Ltd., "Langham House," 3, M. Stafford Rd., Wallington, Surrey, Established 1908. Tel. Wallington 3404. (C3020)

**1951** (July) Renown, new engine just fitted, faultless condition, coachwork unblemished, loose covers, heater, taxed December, one owner, genuine 5,575; terms, exchanges—Home & Overseas Motors, 160, Finchley Rd., N.W.3, Hampstead 0087-8-9. (C2647)

**1949** (May) Triumph Renown 2000 razor-edge saloon, finished metallic grey, grey leather, and carpets; body, chrome and interior in spotless condition; engine rebored recently; fitted Lifeguard tubes, nearly new tyres, taxed year, all tools; regularly serviced; excellent value at £465—Gordon White & Co., Ltd., Gerrards Cross 2077. (C2576)

**XXX** 1951 (October) Triumph Mayflower saloon; this exceptionally well maintained one-owner car is finished in blue and chromium with blue upholstery and is a most attractive example; confidently recommended with written guarantee; £495; terms, exchanges—H. F. Edwards, 172-4, Kingston Rd., Ewell, Surrey, Tel. 5101. (C2002)

## Triumph Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.4. Ham 6041. (W4018/R)

**WANTED**, 1951-2 Renown, black low mileage, over-drive preferred.—Embridge 9430. (W3072)

**MARSTON MOTOR CO., Ltd.**, for your Triumph—N.15. Tel. Sta. 8000—Seven Sisters Rd., Tottenham. (C1042/R)

**TOP** price paid for Triumph or similar type car; trade or privately.—54, Streatham Hill, S.W.2. (W3016)

## Triumph Spares and Service

**TRIUMPH** distributors or spares, service and repairs. Tel. Lankaster Engineering Co. Ltd., 39-43, Eden St., Kingston-on-Thames, Kingston 3151-4. (C1018/R)

**BASIL ROY, Ltd.**, Triumph Spares Stockists, pre-war models—161, Great Portland St., London, W.1. Lan. 7733. (C1013/R)

**LARGE** stockists of Triumph spares and replacement units—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2, Tel. 29439. (C302/R)

**TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollinrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5322). (C305/R)

**REPAIRS** at reasonable prices! Parts, gears (incl. Gloria), reconditioned gear boxes, engines, shock absorbers; trade discount.—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Primrose 2647. (C0949)

**PRE-WAR** Triumph guaranteed reconditioned engines, gear boxes, differentials, steering gears; gear cutting, specialised machining; most gears for English cars.—C. W. Green & Sons, Precision Engineers, Brayford, Lincoln 10884. (C8542)

## UTILITY CARS

**THE** UTILITY VEHICLE CENTRE offer:—**A** LARGE selection of post- and pre-war Utilecons, all estate car station wagons, etc., always in stock; enquiries invited. (C4072)

**100** Great Portland St., London, W.1. Langham 6044-5 (Private Branch Exchange). (C4072)

**J. DAVY, Ltd.** (C4072)

**1952** (November) Bedford Martin Walter Utilecon with extra door, heater, exceptional condition throughout; £495—180/4, Kensington High St. W.8, Western 9641. (C1068)

**JACK STONE & SON** offer:—

**1953** Ford Prefect super utility; 1948 Ford 10 5-seater; 1947 Ford 10 5-seater; 1946 Hillman 5-seater; write for list.—221, Upper Richmond Rd., Putney, S.W.15, Tel. Putney 1054-5. (C4021)

**DORMOBILE** Oct., 1953, 2,600 miles, underseal, many extras; cost £625, offers—20, St. Edward St., Leek, Staffs. Tel. 1175. (C2690)

## UTILITY CARS

**R** ROWLAND SMITH'S for Utility cars.

**425** ens.—Alvis 14, November 1947, 4-door 5-seater shooting brake, natural timber, brown leather, drop tailboard heater, exceptional; terms, exchanges.—Rowland Smith, below. (C0521/R)

**395** ens.—Lea-Francis 1947 14hp shooting brake, maker's 4-door 5-seater natural timber body, removable rear seating, drop tailboard, excellent condition; terms, exchanges—Rowland Smith, below. (C0518)

**225** ens.—Jowett Bradford, November 1948, 4-seater utility, side windows, rear entrance, one owner, excellent condition; terms, exchanges—Rowland Smith, below. (C0518)

**145** ens.—Jeep (Willys) registered December 1946, natural timber utility, bench seat, glass all round, rear entrance, spare wheel very good condition; terms, exchanges; list: open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0518)

**1952** A40 Pickup, green with black wings, new tyres, very low mileage, excellent order for use. £585. (C0518)

**R** TIMMS (MOTORS), Ltd., 17-18, High St., Tooting, Beds. Tel. 371. (C4064)

**BRADFORD** utilities for sale, serviced by us, main agents since 1922—Bunting's Motor Exchange, Bonnerfield Lane, Harrow, Tel. 6225-6. (C0518)

**1947** Austin 8 utility by Martin Walter, splendid little vehicle; £510—Smith & Hunter, 376, Kensington High St., W.14, Western 2312. (C4019)

**HUMBER** 1948 heavy duty utility, coachbuilt body, one owner, near new, ideal all-purpose 6-seater vehicle; £595—Hillwood Motors, Mill Hill (London) 4252. (C2627)

**£250** utility, 4- and 10-seaters—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2, Gladstone 2226. (C2022)

**F**ORD 8 Utility, 1947, faultless mechanical condition, exceptional appearance, new tyres, seats and radiator; £200—K. 1, Lamballe Place, N.W.3, Primrose 2657. (C1073)

**NEW** Morris Dornobiles, £570; also twelve and four-seater utilities for schools, hotels, etc.—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Primrose 6159. (C0367)

**1949** (October) Vanguard 4-door estate car, left-hand drive, total mileage 25,000, grey, with red leather upholstery, excellent condition.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073)

**1951** (Aug.) Austin A70 utility, one owner, taxed, £505—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. (C3011)

**1951** Lea-Francis 14hp shooting brake, factory built, wooden body, I.F.S., built-in head lamps, excellent condition throughout, one owner; £645.—The Bucks Motor Co., Ltd., Aylesbury 164. (C2729)

**NEW** Ford 500 with driver's seat, £510; additional comfortable fold-away bench seat to carry passengers, £29/10; all makes of new vans.—Tarrant & Frazer, 10, Winchester Mews, N.W.3, Primrose 6159. (C0367)

**1948** Standard 12 utility, excellent condition, real bargain, £295; 1941 Austin 10 utility, sound order, to clear, £125; also 1941 Ford V.8 22 wooden utility, £150—A.Z. Motors, Palmerston Rd., N.W.6, Mal. 4723. (C1011)

**£595!!!** Austin Hereford estate car, 1951 A70 Countryman-type timber and metal body, rear access with drop tail-board, bench-type front seat, built-in heater, a very useful vehicle in good all-round condition. (C1073)

**£675!!!** 1955 Hillman Minx estate car, a little over 12 months old and immaculate in every respect. (C1073)

**£255** round, 11cvt Bracford utility 1948, glass all round, nice little car, runs delightfully, very economical, good tyres, new battery. (C1073)

**£275!!!** Min Walter all-metal 6-seater utility, 1948, special body on the Ford 10hp 10cvt chassis, 3 banks of seats, good sturdy vehicle, cheap to run. (C1073)

**CAMDEN MOTORS**, Leighton Buzzard 2041. (C1055)

**G&M ALFRED'S** (1956), Ltd.—1950 Standard average condition; 1953 Humber Super Snipe Pick-up, as new throughout, built for export only, mileage 13,000—6-7 Warren St., W.1, Euston 3268. (C1005)

**1954** (Feb.) Bedford Dornobile by Martin Walter, only spare unused, one private owner, fitted extra wiper, processed roof, in-rrior and outside mirrors, taxed December, as brand new—Motorsists (London), Ltd., 61, North Rd., East Finchley Station, N.2, Tudor 2801-2. (C3018)

**ROYS AUTOMOBILES, Ltd.**, utility specialists.—1952 A70 Countryman, £575; 1951 A40 Countryman, £465; another, £465 1950/51 Commer, £450; 1948 Minx estate, £579; another, £569; 1948/50 Ford Martin Walter utility, £295; 1948 Ford 8 utility, £235; another, £225; 1959 Morris 10 Utilecon, £165; another, £131/5; 1949 Austin all-metal 6-seater utility, £145; 1955 Ford 8 utility, £65; many others, including numerous others suitable for conversion; see Commercial column; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1, (Near Camden Town Tube Station.) Euston 2700 and 8894. (C3059)

## Utility Cars Wanted

**THE** UTILITY VEHICLE CENTRE.

**URGENTLY** wanted, utilities of all type for cash.—190 Great Portland St., London, W.1. Langham 6044-5. (W4072/1)

**DORMOBILE** or Bedford CAZ van required.—Frazier, 27, Platts Lane, N.W.3, Ham. 4712. (C401)

**WHY** accept less for your utility, estate car or shooting brake when you can get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (W2008)

## Utility Cars Wanted

**BEDFORD** Dornobile wanted.—Motorsists (London), Ltd., East Finchley Station, N.2, Tudor 2501-2. (W3051)

**ROYS** always good buyers of utilities.—127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (W3051)

**HILLMAN** estate car, Ph. V or VI.—Full particulars please to G. Baffey & Sons, Ltd., Elin St., Sheffield, 1, Tel. 25302-3. (C2641)

**TARRANT & FRAZER** buy utilities or sell same on owner's behalf (no charges).—10, Winchester Mews, N.W.3, Primrose 6159. (C240K)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube) (W4018/R)

## VAUXHALL 10

**£385**—Vauxhall 10 1947 4-door saloon, really exceptional original condition throughout, exceptional mechanically, many others. (W3051)

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.1, Park 5066-7, (50 yds Holland Park Tube.) Exchanges, H.P. (C1017)

**1939** attractive, excellent sports saloon; very attractive, excellent condition throughout; £245. (C4018)

**HAROLD WEBB MOTORS, Ltd.**, 765-767, Romford Rd., Manor Park, E.12, Tel. Hford 5151-2. (C240K)

**1946** Vauxhall 10 saloon, excellent, guaranteed, £290; payments—Vaughan, 17, Astwood Mews, S.W.7, Pye. 1519. (C4038)

**1947** Vauxhall 10, black, one owner, new battery, recent overhaul, excellent condition; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. (C3011)

**ROYS** offer: 1939 Vauxhall 10 saloon, magnificent condition, £265; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1, (Near Camden Town Tube Station.) Euston 2700 and 8894. (C3059)

## Vauxhall 10 Cars Wanted

**PRIVATELY** owned Vauxhall 10 or 12—5, Bree Court, Kingston Hill, Surrey, Tel. Hford 5151-2. (W3037)

## VAUXHALL 11

**A**UTO SALES (LONDON), Ltd., offer:—

**1948** Vauxhall 12 saloon, black, first registered July 1948, in excellent condition throughout; £395—Auto Sales (London), Ltd., Belzize Rd., N.W.6, Maida Vale 5555. (C4018)

**295** ens.—Vauxhall 12, September 1946, saloon, 51 1/2 ins long, excellent condition; terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**£395!!!** 1947/8 Vauxhall 12 de luxe saloon, bodywork literally brand new, just had overhaul with new engine costing £145; 3 months' irreparable bargain; 3 months' guarantee; hire purchase, exchanges. (C4018)

**L**AMBERS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 5221. (East Finchley Underground). (C2052)

## VAUXHALL 14

**G**ATEHOUSE offer:—

**1948** Vauxhall 14 saloon, black, very clean, £365. (C2021)

**1947** Vauxhall 14, blue, brown leather, excellent condition. (C2021)

**MAGDALEN MOTORS, Ltd.**, 311, Trinity Rd., Wandsworth Common, S.W.18, Battersea 3575 and 7979. (C3005)

**£335!!!** 1946 J-type saloon, maintained since new by main Vauxhall agents, coachwork entirely original, one previous owner and the whole car in very nice condition. (C1073)

**CAMDEN MOTORS**, Leighton Buzzard 2041. (C1055)

**145** ens.—Vauxhall 14 1957 saloon, leather, very good condition, taxed, terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1937** Vauxhall 14 D type saloon de luxe, two owners from new, new engine 18 months ago, car unused for the last 12 months, black with red leather, a specimen car at £255. (C4064)

**R** TIMMS (MOTORS), Ltd., 17-18, High St., Tooting, Beds. Tel. 371. (C4064)

## VAUXHALL WYVERN

**1951** Wyvern, black, beige upholstery, 2 owners, carefully used; £525. (C2756)

**KJ MOTORS, Ltd.**, Bromley, Ravensbourne 3456. (C2756)

**ALWAYS** a selection of Vauxhall Wyvern with a written guarantee and free after-sales service at—NAYLOR & ROOT, Ltd., 25, East Hill, Wandsworth, S.W.19, Bat. 2252. (C3022)

**1952** Vauxhall Wyvern, £625; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

**1949** (November 48) Vauxhall Wyvern saloon, black, one owner, loose covers, etc., exceptional condition; £445.—Garage Service Co., Ltd., 1015, Finchley Rd., Golders Green, N.W.11, Speedwell 7004. (C2018)

**1950** (November) Vauxhall Wyvern, saloon, black, brown leather upholstery, fitted with heater, link mats, new battery, taxed December, one owner; £485.—Capital Motor Co., Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8, Mountview 3451. (C2791)

## Vauxhall Wyvern Cars Wanted

**WHY** accept less for your Vauxhall Wyvern saloon when you can get its full market value from

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2, Gladstone 2254. (W2008)

## VAUXHALL VELOX

**1950** model Velox, black, with radio and heater, taxed for year, in splendid order throughout; £465, with 3 months' guarantee; part exchanges with pleasure, h.p. terms if desired.—Slocombe, Ltd., 38-52, Dudden Hill Lane, Willesden, N.W.10, Willesden 4869 (2 minutes Dollis Hill Underground station). (C4017)

**1951** Vauxhall Velox, radio, heater, nice order; £535—Smith & Hunter, 376, Kensington High St., W.14, Western 2312. (C4019)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**VAUXHALL VELOX**  
E.M.A., Ltd., Grove Rd. South, Southsea.  
**1951** Vauxhall Velox saloon, colour grey with red upholstery, fitted heater, radio, loose covers, etc.; £545.—E.M.A., Ltd., Roote's Group Distributors, Grove Rd. South, Southsea. Portsmouth 2169. [C2096]  
**WAYS** a selection of Vauxhall Velox with a written guarantee and free after-sales service at—  
**NAYLOR & ROOT, Ltd.**, 25, East Hill, Wandsworth, S.W.18. Bait, 2252. [C5022]  
**1949** Vauxhall Velox radio, heater; £430.—Steele Griffiths, London, S.E.5. Rodney 2201.

**1953** Vauxhall Velox, grey with red leather heater, loose covers, 6,000 miles, like new car; £765.  
**CLARKE & SIMPSON, Ltd.**, 49, Sloane Sq., S.W.1. Tel. Sloane 7727. [C1048]

**1953** (March) Velox, one owner, heater, covers, oversize tyres, faultless condition throughout; £685.—Edham Motor Co., By-Pass, Edham, [C2593]

**1952** (Nov.) Vauxhall Velox saloon, Empress blue, exceptional condition; £685.—Hale Motors (Tottenham), Ltd., Tottenham Hale, London, N.17. Tel. Tottenham 7771-2-3. [C2624]

**ROSE & YOUNG, Ltd.**, offer: 1953 Vauxhall Velox, 4,000 miles only, fitted heater, as new; £775.—65-48, Stenham Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station), Tulse Hill 6464. [C3057]

**1953** Vauxhall Velox, unmarred specimen, in cream, small mileage, one owner, fitted radio, heater, passlights, windscreen wipers, reverse lamp; £745.—Lee, 157, Weyhill Rd., Andover, Hants. (Tel. Andover 25571.) [C2551]

**ARCHIE SIMONS & Co., Ltd.**—1950 Vauxhall Velox saloon, black-brown, fitted push-button radio, heater, spot lamp and reversing light, absolutely immaculate example of this popular car; £495.—84, Portland St., W.1. Lan. 1343. [C3013]

**1952** (September) Vauxhall Velox saloon, black, grey and red leather, radio, heater, one owner, 14,000 miles, an immaculate car in practically new condition; £675. Terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

**Vauxhall Velox Cars Wanted**  
£760 offered for Velox 1953-4, small mileage, colour, condition, private. Hove 39329. [C2671]  
**WANTED**, privately owned Vauxhall Velox or Wyvern saloon, small mileage, 1952-3.—153, Billing Rd., Northampton, Tel. 2624. [C2621]

**VAUXHALL 25**  
**1939** Vauxhall 25hp saloon, very good condition, both mechanically and bodily; any test or trial, £159, or £55 and balance over 18 months' exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106 and 4107. [C4071]

**VAUXHALL MISCELLANEOUS**  
**S** **SHAW & KILBURN, Ltd.**, for Vauxhalls.

**IT** is important that the car you purchase is in excellent condition throughout.  
**SELECTION** of such modern Vauxhalls at

**4-6, Berkeley Sq., W.1.** Grosvenor 4328. [C0017/R]  
**HAMILTON MOTORS (LONDON), Ltd.**, 466-490, Edgware Rd., London W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

**1939** Vauxhall 14hp black, brown leather interior, body condition good, tyres good all round, mechanically sound; choice of 2; £275.

**1939** Vauxhall 10hp saloon, black, green upholstery, body in excellent condition, mechanically sound; £275.  
**WAYS**, a good selection of used Vauxhalls in stock; H.M. will purchase for cash all Vauxhall cars, including latest models. [C2032]

**1936** Vauxhall limousine, 7-seater, good order throughout; £145; 3 months' guarantee; terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**VAUXHALL** and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [C0039/R]

**GRAHAM BROTHERS (MOTORS), Ltd.**, Main Road, Vauxhall 10hp, 1945, Private, Manchester 2, for sales, service and parts.—Depots at: Ashton (Ashton 1017) Disbury (Disbury 3446), Manchester (Blackfriars 9887), Stretdorf (Trafford 3511), Wilmslow (W. 4532). [C2033/R]

**Vauxhall Miscellaneous Cars Wanted**  
**R** **ROWLAND SMITH'S, the Car Buyers**—Highest cash prices for Vauxhall.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**S** **SHAW & KILBURN, Ltd.**, Vauxhall main dealers.

**W** **ILL** purchase modern Vauxhall cars,  
**4-6, Berkeley Sq., W.1.** Grosvenor 4328. [C0018/R]

**R** **EQUIRE**, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 119. [W2000]

**7-SEATER** private 1957/58 39 Limousine provided, cash, Vauxhall Aipe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

**TOP** price paid for Wyvern or similar type car; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**ARLINGTON MOTOR CO., Ltd.**, main dealers in purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760.

**VAUXHALL** cars, post-war models, urgently required.—Goli's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [C0612/R]

**URGENTLY** required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call write or tel. Paddington 0022. [W2033/R]

**REPAIRS**, parts, reconditioned guaranteed suspensions (complete pair inclusive), Kingpins, from £15/10/-; gear boxes, shock absorbers, engines; reasonable; trade discount.—Tarrant & Frazer, 10, Winchester Meads, N.W.3. Primrose 2647. [C0076]

**Vauxhall Spares and Service**  
**C.A.C.**  
**CROYDON AUTOMOBILE COMPANY, Ltd.**

**VAUXHALL-BEDFORD** rebuilt assemblies, exchanged at manufacturers' repair rates complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% machine factors, list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at—  
**BEDFORD HOUSE**, 380-388, London Rd., Croydon, Tel. Thornton Heath 5276 (14 lines). [C0205/R]

**VETERAN CARS**  
**WELHAM**, Veteran Car Specialists, buy and sell pre-1915.—Surbiton Hill Rd., Surbiton, Elmbridge 1875. [C4070]

**VOLKSWAGEN**  
**C** **COLBORNE GARAGE, Ltd.**, Ripley, Surrey.

**THE Volkswagen people**, official main distributors; all spares and fully specialised service, coachbuilding and painting on premises; open for reception weekends; new, used and reconditioned cars available. Ripley 2361. [C0373/R]

**1947** Volkswagen, bronze, loose covers, Windtones, bills £115. 1954.—Bell, Boxleyheath 5035. [C2567]

**1954** (March) Volkswagen de luxe saloon, Sahara beige, 1,300 miles only, Novasealed, taxed year; £640.  
**BREW BROS., Ltd.**, 133, Old Brompton Rd., S.W.7. [C1083]

**1954** works mileage only, £675.—Cyril Sheppard of Reading, Sonning 2348. [C1975]

**PERFORMANCE CARS** official Volkswagen agents; new and used models in stock.—Great West Road, Brentford, Middlesex, Ealing 8841. [C3041]

**1954** and 1953 low-mileage second-hand Volkswagens in stock.—Ralph Beard, East St., Farnham, Surrey, Tel. 5494 day or night. [C1092]

**1954** (April) Volkswagen de luxe, 1,900 only, as brand new, taxed, beautiful car; consider exchange; £650.—29, Pinetree Ave., Leicester 66007. [C2598]

**V&F MONACO MOTORS**, the only Volkswagen specialists in London, offer you their unique experience obtained in four years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car.—Belov.

**V&F MONACO MOTORS**, 3a, Wetherby Meads, Earls Court, S.W.5. Fro. 4657. [C0642/R]

**Volkswagen Cars Wanted**  
**RICHARDS & CARR** buy Volkswagens.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W5045]

**MAYFAIR GARAGE, Ltd.**, cash prices for all Volkswagens.—Balderton St., W.1. Mayfair 5104. [C0415]

**PERFORMANCE CARS** urgently require Volkswagen.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041]

**V&F MONACO MOTORS**—The Volkswagen buyers.—3a, Wetherby Meads, Earls Court, S.W.5. Fro. 4657. [C0300/R]

**TARRANT & FRAZER** buy V.W., or sell same on owner's behalf (no charges)—10, Winchester Meads, N.W.3. Primrose 6159. [C0579]

**Volkswagen Spares and Service**  
**C** **COLBORNE GARAGE, Ltd.**, Ripley, Surrey.

**GENUINE** Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. [C0995/R]

**GENUINE** parts: repairs, reasonable prices; Volkswagen bought, sold.—Tarrant & Frazer, 10, Winchester Meads, N.W.3. Primrose 2647. [C0044]

**VOLKSWAGEN** reconditioned engines, spares, service.—Kays Motors, 78, Norwood High St., S.E.27. Gipsy Hill 4054. [C1257]

**A** 8-seater and Kombi (passengers and goods), 30 m.p.g., export.—Tarrant & Frazer, 10, Winchester Meads, W.W.3. Primrose 6159. [C0145]

**MONACO MOTORS**, Ltd., at their Davies Street (Mayfair 2551) and Dorset House (Wolbeck 7860) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [C0855/R]

**WOLSELEY**  
**E** **USTACE WATKINS, Ltd.**, the sole London distributors.

**1951** Wolseley 6/80 saloon, met. grey, grey upholstery, 25,000 miles, one owner; £585.  
**1952** Wolseley 4/50 saloon, green, 14,000 miles, one owner; £665.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1. (Mayfair 5551) and 12, Chelsea Manor St., S.W.3. (Flaxman 6181). [C4046]

**C** **AR** **MART, Ltd.**  
**1952** Wolseley 6/80 saloon heater; £650.  
**1951** Mart, Ltd. Austin House, 297, Euston Rd., N.W.1. 1212. [C1039]

**H** **AROLD SIMONS, Ltd.**, offer:—  
**1948** series Wolseley 12 saloon, sun roof, twin spot lights, immaculate; £445.  
**1950** Wolseley 4/50 saloon, one owner, heater, sun roof, spot lights; £525; trade enquiries welcomed; 3 months' written guarantee, free service after sale; exchanges, deferred.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube), Finchley 0352-55. [C4065]

**PHILIP RICHARDS, Ltd.**, offer:—  
**1952** Wolseley 6/80 saloon, grey, 17,000 miles, radio, heater, seat covers, rubber mats, taxed, perfect; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051]

**HENDON CENTRAL GARAGE, Ltd.**, offer:—  
**1950** Wolseley 4/50 saloon, radio, heater; £550.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. [C0204]

**WOLSELEY**  
**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**WOLSELEY** 4/44, 1953, radio and heater, black, brown leather, 6,000 miles; £765.  
**M** **ORRIBROUGH Works, Kenilworth, Tel. Wordsworth 5656 and 3658. [C1008]**

**PHENIX MOTOR CO. (SURREY), Ltd.**, offer:—  
**1951** (Feb.) Wolseley 6/80 saloon, finished in moonstone grey with brown leather upholstery, fitted radio and heater, one owner since new, an extremely well maintained car; £555.

**PHENIX MOTOR COMPANY (SURREY), Ltd.**, Sutton Surrey, Vigilant 1121. [C3044]

**1939** Wolseley 12 saloon, very good condition, one owner, £250.—Ravensbourne 6320. [C2684]

**WOLSELEY** 18, 1957, black and green, excellent order; £170.—Putney 5206. [C2721]

**1952** (May) 4/30 saloon, metallic green, leather, 17,000 miles, superb condition; £665.—Robbins, East Putney, Tel. 4581. [C3010]

**1952** Wolseley 6/80 saloon, metallic blue, one professional owner, specimen model; £625.  
**BOTTOMGATE MOTORS, Ltd.**, Bolton Rd., Darwen 774. [C2597]

**£395** Wolseley 12 saloon, 1947, black, leather, one owner, splendid condition.  
**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladston. [C2006]

**1950** 4/50 saloon, stone/brown upholstery, radio, heater, 7,700 miles; £575.—May, 5242. [C3030]

**1939** Wolseley 18 black saloon, splendid condition, recon, engine; £500.—Perrvale 5401. [C3663]

**£275** Wolseley 14, 1959, superb.—Value Cars, East Sheen, Prospect 7520. [C4068]

**£499** 1950-1 Wolseley 6/80 saloon, speedometer, 19,000, whole vehicle like new, one owner.  
**£365** 1947-8 Wolseley 18 de luxe saloon, magnificent condition throughout, small mileage.—Belov.

**£185** 1956-7 Wolseley 14, special N.F. saloon de luxe, in magnificent condition and rare motor car; 3 months' guarantee, hire purchase, exchanges.  
**L** **OF WOOD GREEN, Finchley, 300-320, Finchley 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]**

**1939** Wolseley 14 saloon, good order throughout, £295; 3 months' guarantee, terms and exchanges.  
**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**1951** Wolseley 6/80 saloon, green; £550.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

**1950** Wolseley 6/80, dual colour, reconditioned engine, immaculate; £545.—Steele Griffiths, London, S.E.5. Brixton 7354. [C2779]

**1951** Wolseley 6/80 saloon, fitted heater, one owner, superb order; 3 months' guarantee, £535; also 1950 saloon, £475.  
**C & W MOTORS, Ltd.**, Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1091]

**BEAR'S** of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston, Tel. 3348. [C2068]

**1950** Wolseley 6/80, one owner, heater; £435.—6, Rodmarton Mews, off Baker St., W.1. Weick 9811. [C2066]

**W** **OLSELEY agents and service**—The Notting Hill Garage, Ltd., Cambridge Gardens, W.1. Tel. Ladbroke 1155. [C3027]

**1939** Wolseley 14 d/h coupe, heater, excellent order; £285.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

**1951** Wolseley 6/80, H.M.V. radio, heater, genuine 25,000, 5595, Jack Pomeroy (Autos 325). [C3063]

**1939** Wolseley 14 saloon, black, brown hide, excellent condition; 2 owners; £235 quick sale.  
**Bishop, 8, Aldott Rd., Mansfield, Notts. Tel. 1498. [C2683]**

**1948** Wolseley 18 saloon, guaranteed, £325; also 1950 Wolseley 16, guaranteed, £280.—Oldfield, 286, Kensington High St., W.14. Wes. 6551. [C3028]

**365** Wolseley 14/60, 1946 de luxe, Ace Rimbellishers, one owner, excellent condition; terms; exchanges.—Rowland Smith, below.

**295** Wolseley 18, 1946 de luxe saloon, black, sliding head, brown leather, excellent condition; terms; exchanges.—Rowland Smith, below.

**225** miles.—Wolseley 14/60, 1950 saloon, sliding head, leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**JACK ROSE, Ltd.**, offer 1952 Wolseley 4/50 saloon, in metallic grey, positively unmarked inside and out, low mileage; £645.—Stafford Rd., Wallington, Surrey, Wallington 5677. [C3056]

**1953** Wolseley 6/80, as new, metallic chrome grey, grey, windscreen washer, covers rear wheels, Ace Rimbellishers, mileage sturdy under 7,000, £750.—Dorking Motor Co., Ltd., Dorking 2256-7. [C1089]

**ARCHIE SIMONS & Co., Ltd.**—1951 Wolseley 6/80 saloon, grey/grey leather, fitted radio and heater, normal mileage, excellent condition throughout; £555.—54, Gr. Portland St., W.1. Lan. 1343. [C4013]

**1950** Wolseley 4/50, grey, excellent condition, engine just overhauled, new battery, 30 m.p.g., £500 or take '46-'48 Morris 10 or similar in part exchange.—21, Harbord Rd., Oxford, Tel. 58908. [C2677]

**1939** Wolseley 14/60 dark blue saloon, roof rack, spare, clean interior, low mileage, tyres good, carefully maintained respayed 1951; £250 or near offer.—White Heather Garage, Stonebridge Park, N.W.10. Willesden 2400. [C2497]

**W** **GREEN**, recent engine overhaul, new battery, kingpins, brake linings, good hood, tyres, sidescraps, concours award winner; £150 n.o.o.—Fit-Lt. Hay, Rye, Ditchford, Thirsk, Yorkshire. [C2696]

**ROSE & YOUNG, Ltd.**, offer 1953 Wolseley 4/44 saloon, very low mileage, fitted H.M.V. 5-button horn, heater, etc.; car as new; £615.—65-59, Stenham Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

**1936** Wolseley 14 saloon, roof rack, spare, very dry but is absolutely sturdy and sound throughout, interior leather in nice condition, sliding roof, trafficators and all tools, new tyres all round, spot and reversing lights, fitted new engine by Wolseley distributors 5,000 miles ago, oil pressure hot 70lbs, taxed year, thoroughly recommended; £140.—Gordon White & Co., Ltd., Gerrards Cross 2077. [C2816]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## WOLSELEY

**L**IMOUSINES 1950 25hp. partition forward occasional, black, speedometer reading 5,000 only. Unblemished, leather seats. Another 1951 mileage 22,000. Privately chauffered. £735.—Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair, N.W.1. [C1006]

## Wolseley 4/50 Cars Wanted

**R**OWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

## Wolseley Cars Wanted

**R**OWLAND SMITH'S the Car Buyers.—Highest cash prices for Wolseley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

**P**RIVATELY owned Wolseley—S. Brae Court, Kingston Hill, Surrey. Tube Hill 2765. [W2057]

**H**IS CAR WANTED. Ltd. London, wish to purchase Wolseley cars.—Weish Harp, Edgeware Rd., N.W.2. Hendon 6500. [W2071 R]

**O**FFORD & SONS, Ltd. (Established over 160 years), would like to purchase Wolseley cars.—67, George St., W.1. Wel. 8999. [2481]

**W**OLSELEY 1953 wanted for cash, 4.44 preferred, other quality car considered similar. Private buyer.—Hutton Church Rd., Saxtilly, Lincoln. [2657]

**XXX** H. F. Edwards offer immediate cash for good Wolseley cars.—Details please to: 23/9, Upper High St., Epsom, Surrey, Tel. Epsom 5400. [W2001]

## Wolseley Spares and Service

**W**OLSELEY & SONS, Ltd. (Established over 160 years), would like to purchase Wolseley cars.—67, George St., W.1. Wel. 8999. [2481]

**W**OLSELEY 1953 wanted for cash, 4.44 preferred, other quality car considered similar. Private buyer.—Hutton Church Rd., Saxtilly, Lincoln. [2657]

**B**ARKERS MOTORS (LONDON), Ltd., Tel. Balham 5066, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [2925]

**R** HARDY & SON, 50, Marylebone High St., W.1. (Welbeck 1101).—Service, repairs and spare parts for all 1937 to 1953 models on [10317 R]

**E**USTACE WATKINS, Ltd., Chelsea Manor St., W.3. (Flaxman 8181), for Wolseley service, complete overhauls, coachwork and reconditioned engines. [10277 R]

**R**EPAIRS at reasonable prices! Parts, gears (incl. N.F.), reconditioned engines, gear boxes, shock absorbers, trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [10977]

## MISCELLANEOUS CARS

## RAYMOND WAY.

**R**AYMOND WAY, the hire purchase specialists  
**H**ERE are 5 cast-iron reasons why everybody's going

## KILBURN WAY:—

1. 200 used cars under £400 always available.  
2. We can quote the most competitive prices obtainable because of our huge turnover.  
3. Unequalled hire purchase terms.

4. Satisfactory exchange prices on your car. 3-wheeler or motor cycle.  
5. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [10629 R]

**W**E have several high-class guaranteed used cars.  
**T**AKEN in exchange for the new Bentley with automatic drive. [C2064]

**L**OXHAMS, Fishergate, Preston. Tel. 4245. [C3010 R]

**R**OBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list, established 30 years. [C3010 R]

**W**EST LONDON MOTOR MART offer a large selection of vehicles mostly under £150, deposit from £25. Immediate hire-purchase and insurance facilities. [C3041]

**W**EST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842. [C3041]

**M**AKIN & HARRISON OF CHISWICK.—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [C3071]

## Miscellaneous Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018 R]

**I**F you wish to sell your car for cash, write, phone or call. [W4018 R]

**G**EORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W2025 R]

**C**ASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1. Gid. 2767. [10924 R]

## Miscellaneous Cars Wanted

**W**ANTED, car with diesel engine.—Cumins, Thurlestone, South Devon. [2465]

**W**ANTED to purchase for cash, privately, one of two-year-old Jaguar, Humber Snipe, Riley, Austin A30.—Box 5545. [12797]

**P**RIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model. M.P. accounts settled, exchanges.—Write, call or phone Bn. 3009, Stockwell Rd., S.W.9. [10740 R]

**M**AKIN & HARRISON, of Chiswick.—London's top price buyers of good 8 and 10hp popular cars. R.F. a/c's settled; exchanges.—492-6, High Rd., W.4. Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). [W3071]

**N**AYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Super, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day including Saturday. [W3022 R]

## AMBULANCES

**A**MBULANCES new and used, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [12022]

## HIRE CARS

**J**. DAVY, Ltd. (November) Oxford hire car, 12,000 miles only, taxed and used as private car only. £725.—180/4, Kensington High St., W.8. Western 9641. [C1009]

**M**OBILE CANTEENS, KITCHENS, ETC. Mobile shops, canteens, kiosks, vehicles and trailers; choice of 50.—Lawton-Goodman, 135, Cricklewood Broadway N.W.2. Gladstone 2226. [12022]

## MOTOR CYCLES FOR SALE

**S**. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [10341 R]

## MOTOR HEARSE

**C**OMPLETE Hearse immediate delivery Austin 16hp. A70. Sheerline, Humber, Hols. Booklets dispatched. Attention Address!! [10255]

**A**LFRED & SAUNDERS (COACHBUILDERS) LTD. Super Office, Station Approach, Ken Gardens, Richmond, 1161. [11025]

**W**OODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax. Tel. 4235. [10795 R]

This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

## J. DAVY, Ltd.

**1950** Bedford 10-12cwt van, one owner, excellent condition throughout; £275.—180/4, Kensington High St., W.8. Western 9641. [C1009]

**1939** Ford 8 special gown van; £135; 1949 Bradford. £195; 1952 Ford 10cwt van one owner, excellent. £285; 1950 Standard Vanguard van, absolutely superb under. £325; 3 months' guarantee, terms and exchanges. [10925]

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

**1951** Austin 25cwt 3-way loading van; £425. [C4054]

**PARKERS**, Ltd., Bradshawgate, Bolton 4090. [2595]

**H. A. SAUNDERS**, Ltd., Golders Green, offer:— [2595]

**1950** (June) Austin A40 10cwt delivery van, highly recommended. £270. [C1009]

**1950** Fordson 8hp van; £153. [10925]

**AUSTIN** Hodge, 104-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C1004]

**NEW THAMES** 8cwt and 10cwt vans available immediately at discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [10102 R]

**ARTHUR E. GOULD**, Ltd., 290-2, Regent St., W.1. Tel. Langham 1594-5. [10102 R]

**1952** Austin A40 pick-up, maroon, black wings, one owner, nominal mileage, exceptional condition. £385.—Below [10925]

**1947** Bedford 10-12cwt van, maroon and black, unwritten, very good order throughout; £185. [C4034]

**BRADFORD** vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6223 6. [10294 R]

**1951** Austin A70 pick-up, 14,000 miles, immaculate condition, one owner. £430.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051]

**A** VAILABLE new versatile Volkswagen 15cwt vans and Komiss (goods or passengers); low running cost; export.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [10101]

**1953** (September) Morris Minor pick-up trucks with lift, 65+ small mileage, one owner, as new; £425; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton. Tel. 4212. [2741]

**NEW** Ford 5cwt van with driver's seat, £310, additional comfortable fold-away bench seat to carry passengers; £29 12/41 makes of new vans.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. [10635]

**1952** A40 gown van guaranteed, £395; six 1951 Morris Cowley van with windows. £350. [C1009]

**G&M** Alfreds.—1949 Ford 8 specially designed gown van, large capacity, recollapsible, very economical, written guarantee; £265.—6-7, Warren St., W.1. Euston 3268. [10925]

**UNDER** 3 tons unladen! The new Austin 1c. 16ft 6in body length, petrol or diesel, ex stock; terms and part exchange; 2-ton Austin, similar model, 14ft body length.—Sam Robbins, Ltd. The Austin Depot Coventry. Tel. 65242. [1254]

**ROY'S AUTOMOBILES**, Ltd., light van specialists. 1946-7-8-9 Ford 8 and 10 plain vans from £150; 1946-7-8 Austin 8 and 10 plain vans from £150; 1950 A40 plain van £295; 1951 Commer 10cwt plain van, reconditioned. £395; another, £385; 1948 Bedford 10cwt van, £255; 1946 Ford 15/20cwt plain van, £165; 1939 Ford 8, £90; many others including good selection of utilities; see that column for terms and exchanges.—Ross Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5069]

**ROY'S** also stock and members National Caravan Co., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [W5059]

## Commercial Vehicles wanted

**127**, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [W5059]

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**L**ONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans; R.A.C. approved sites at Epsom and Birchington-on-Sea.—If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Epsom (1165 and 1364), or Court Mount Canterbury Rd., Birchington-on-Sea (Thanet 41657). [10594 R]

**ST. ALBANS** CARAVAN CENTRE, Ltd., Park St., near St. Albans, Tel. Park Street 2291-2 (con AS).—Agents for Berkeley, Paladin Travelmaster, Alpersen, and any known make; also good selection of reconditioned caravans always in stock; call, write or phone. [10545 R]

**A**S agents for all reliable makes of caravans we offer Berkeley, Consul, Europa and Governor, Marston, Investor, Bluebird, Campmaster, Newport Knight, Lynton, Raven, Sprite, Simpson, Woodley, etc., from stock for cash or easy terms with security and private sites with conveniences.—Write for free copy "Caravan Topics". [10545 R]

**WATFORD** CARAVANS, Ltd., Hall Park Garage, Berkhamstead, Tel. Berkhamstead 1570-71. [10055 R]

## SECOND-HAND CARAVANS

**£220**—20hp Dennis motor caravan, 4-berth, Calor, Eban.—Tel. New Cross 1092 (London). [2341]

**S** ECOND-HAND bargains.—Country Life Cub, £135; S Abbey 22ft, £495; Car Cruiser Adelphi, £475 and £695; also Splendide, £335; Wilberby Juniorhome 18ft, £360.—Many others at Venture Caravans, Watford Rd., Wembley Middlesex. Arnold 5564. [2344]

## SECOND-HAND CARAVANS

**T**HE SWAN CARAVAN CENTRE, Forest Row, Sussex (Tel. Forest Row 295), specializes in the purchase and sale of second-hand caravans. [10176 R]

## CARAVANS FOR HIRE

**4-BERTH** Alpersen Sprite available for touring; 70ans weekly.—Mitchell, Warfield Park, Bracknell. [2562]

**G**OOD class caravans for hire on attractive site at Crombie Point, Epsom, April to September. [10925]

**A** weight 4-berth, good proprietary makes; hire one of these and save the long tow to Devon. [14780]

**M**ARTIN CARAVANS Co. (Exeter), Ltd., Countess Weir, Exeter, Tel. Topham 3691 (2 lines). [3610]

**M**ODERN 15ft 4-berth touring caravans for hire.—Burlingham Caravans, Garstang, Lancashire. [1664]

**M**ODERN touring caravans, all sizes, from £3 per week.—Spartow, 20, Ongar Rd., Dunning, Essex. Tel. 14780. [14780]

**H**IGH-CLASS mobile caravan hire fleet, latest models, specialised services.—Pendower Caravans, Westfield Rd., Bishop's Stortford. Tel. 301. [15588]

## CARAVAN AND CAMPING SITES

**C**ARAVANS, chalets, cottage holidays; also sites; write brochure.—Greenview, Broadock, Heathfield, Sussex. [12505]

## CARAVAN ACCESSORIES

**T**OWING brackets over 60 designs in stock.—B. Puxon-Lake, Ltd., Chester. Tel. 24034. [10376 R]

**C**AR makers approve Witter towing brackets.—Witter 134 Foregate St., Chester, 4. [10579 R]

## CARAVAN EQUIPMENT

**W**ORTH caravan and trailer, chassis, underparts, couplings, jacks, jockey wheels and all component parts; write for lists.—Jerry Wadsworth & Son, Ltd., Rippenden, Yorkshire. [10095 R]

**H**OLDER GRAISELEY caravan chassis axles, ball couplings, jockey wheels etc., sound design and superior workmanship.—The Holder Chassis Co., 249, Wolverhampton Rd., Heath Town, Wolverhampton. [10441 R]

## CARAVAN TOWING

**C**ARAVAN towing by specialists, fully licensed by M.O.T. and insured, members National Caravan Council.—Tottenham Caravan Towing Service, 25, Court Parade, Watford Rd., Wembley Arnold 5564. [12365]

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**T**HIS magazine written for caravanners by caravanners is "The Caravan", original and biggest; experts and novices swear by it; authoritative, informative, enjoyable, month 8d from your newswoman; or post 12/- year from A. C. Burt, Publisher, Link House, Store St., London, W.C.1. [10587]

## TRAILERS

**P**RATT trailers, 3 to 6 ton carrying capacity, for touring, camping, farming, boating etc.—Pratt Engineering Co., Northallerton, Yorks. [10547 R]

**L**ONDON stockists of Brockhouse and Tasker trailers for private and commercial purposes from £30; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morden Rd., S.W.19. (3 mins Warden Tube Station.) Liberty 8221-8 lines. [10161 R]



## NEW CARS FOR SALE

**A.C.**  
RAYMOND WAY, for your new A.C. Petite, immediate delivery, choice of colours: £308/13/9, or £103 deposit; cars and motor cycles welcomed in exchange—Kilburn Bridge, N.W.6. Malda Vale 6044; open 9 to 8 six days a week. [10776/R]

**PRIDE & CLARKE, Ltd.**—Immediate delivery of the A.C. Petite; exchanges, terms.—158, Stockwell Rd., S.W.9, Brixton 6251. [N3068/R]

**GEORGE GROSE** for your new A.C. Petite, from stock on unbeatable hire-purchase terms; demonstration cars available.—Ludgate Circus, London, E.C.4 or 834, High Rd., Finchley, N.12. Hill 2149. [10454/R]

**H. F. EDWARDS & Co., Ltd.**, Sole Distributors for London, Middlesex and Surrey, invite Retail and Trade enquiries for the outstanding new A.C. 2-litre models 2-door saloon, 4-door saloon, sports tourer and Ace sports (2-seater); illustrated brochure upon request; demonstrations with pleasure, sales and service.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [N3005]

**ALVIS**  
**CHARLES FOLLETT, Ltd.**—Alvis repair specialists.

**OFFICIAL** Alvis spare parts stockists.

**TRADE** supplied.

**SERVICE:** Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5956-7-8. [10507/R]

**SCOTTISH** distributors 3-litre saloon and coupe, immediate delivery.

**JAS. R. GALT, Ltd.**, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7595. [7131/R]

**ALVIS** 3-litre saloon; £1,771/19/2.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [N4063]

**DUNHAM & HAINES**, county distributors, offer early delivery of Alvis "Grey Lady,"—46, Castle St., Luton 2100-1. [N1079]

**MANCHESTER**—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc. 19. Rus. 2874-5. [10825/R]

**H. A. FOX & Co., Ltd.**, appointed official retailers for Alvis cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7657. [10137]

**ARMSTRONG SIDDELEY**  
**CLARKES OF PIRBRIGHT.**

**FOR** the Armstrong Siddeley Sapphire, choice of colours, pre-selector or synchromesh gear box; 24-hour service Guildford and Woking district.—Pirbright, Surrey, Brookwood 2201-2. [N1049]

**HENLYS, Ltd.**, 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and parts Cheshire.—Tel. Blackfriars 7845. [10603/R]

**GUY SALMON**—New Armstrong Siddeley Sapphire saloons, choice of colours; we invite you to handle our demonstration car.

**PORTSMOUTH** Rd., Thames Ditton, Surrey, Emsbrook 555. [N4001]

**CHEAM MOTOR & ENGINEERING Co., Ltd.**, Area Dealers for Armstrong Siddeley.—Demonstrations, spares, and service.—Ewell Rd., Cheam, Surrey, Vicent 0125. [10157/R]

**PASS & JOYCE, Ltd.**, England's largest distributors, for the new superb Armstrong Siddeley Sapphire.—184-186, Gt. Portland St., London, W.1. Museum 1001. [10711/R]

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Armstrong Siddeley area dealers; immediate delivery of Sapphire; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 166. [10499/R]

**HIRE** and try before you buy the lovely Sapphire, electric or synchro-mesh change.—Details from Wilsons Automobiles & Coachworks, Ltd., 34, Acre Lane, London, S.W.2, Brixton 4011, or 3, Dorking Rd., Epsom, Surrey. [10524/R]

**ASTON MARTIN**  
**GUY SALMON AUTOMOBILES** offer:—

**NEW** Aston Martin D.B.11/3 saloon, immediate delivery.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [N4001]

**ORGANS OF OXFORD**, 3 county distributors, demonstrator in stock, very early delivery, insured.—E. H. Organ & Sons, Ltd., Banbury Rd., Oxford, 59615-4. [10105/R]

**AUSTIN**  
**L. F. DOVE, Ltd.**, main dealers and distributors, Croydon & District, 115 Addiscombe Rd., Croydon, Tel. Addiscombe 5066. [N1077/R]

**THE CAR MART, Ltd.**, London Austin distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1, Euston 1212. [10551/R]

**ROWLAND SMITH'S** for Austin.

**ALL** models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5, Hampstead 6041. [N4018]

**EVANS & KITCHEN**, Birmingham offer the finest selection of new Austins.—Midland 2781. [10074/R]

**IMMEDIATE** delivery A70 saloon, A40 pick-up and A40 van; exchanges and deferred terms.—

**ANKERSTER ENGINEERING Co., Ltd.**, 39/43, Eden St., Kingston-on-Thames, Tel. Kingston 3151-4. [10263/R]

**HERBERT & MILLS, Ltd.**, Austin A30, early delivery.—Gt. Portland St., W.1. Langham 3506-7. [N2056]

**AUSTIN** A70 saloon, black; £289/7/6.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [N4053]

**ELLIOTTS OF BIDEFORD**, Austin Main Dealers (Tel. 7440), offer immediate delivery of one A40 Countryman, green. [2615]

**SMITH & HUNTER**, Austin direct agents, immediate and near delivery; exchanges, deferred terms.—376, Kensington High St., W.14, Western 2512. [N4019]

**P. C. WIMBUSH, Ltd.**, Austin stockists; part exchange and H.P. facilities.—512, Earls Court Rd., S.W.5, Fremantle 6401. [N4056]

**SOUTHGATE** area, N.15, N.14 and N.21.—Direct agents for all models; open 8-6 week-days, Sundays 9-12. [10247/R]

**SPRINGFIELD GARAGES**, Pal 5576-7; evenings, Pal 8974.—Winchmore Hill Rd., Southgate, N.14. [10272/R]

**LAMBERHURST, Kent**—F. J. Avars & Co., High Street Garage, Tel. Lamberhurst 217. Your Austin dealers. [10146/R]

**PRIDE & CLARKE, Ltd.**—Immediate delivery most models; exchanges, terms.—237, Brixton Hill, S.W.2, Tel. 3664-5. [N3068/R]

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Austin retail dealers, part exchanges.—74-78, Broadway, Bexleyheath, Tel. 166. [10247/R]

**WILSONS AUTOMOBILES & COACHWORKS, Ltd.**, for all Austin models; exchanges and terms.—34, Acre Lane, S.W.2, Bri. 4011. [10691/R]

**HILLINGDON MOTORS, Ltd.**, Austin Direct Agents, one new black A70 stock; full sales and service facilities.—325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 8588. [N2062]

**MEBES & MEBES, Ltd.** (Est. 1895), Austin direct agents and specialists, offer early delivery of all models; immediate delivery A40 van, blue, at list price from stock.—The Broadway, Mill Hill, N.W.7, Tel. Mil. 2040. [N3012]

**IMMEDIATE** delivery new Austin A40 Countryman, heater, over-riders; list price £742/11/6.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (Ad), Leicester Square Tube Station), Temple Bar 558. [N1027]

**SHEERLINE and Princess saloon**, 16hp hire car, A70, A40, A50 and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Dept. 57, Acre Lane, S.W.2, Repairs and Service to Austin, exclusively. Brixton 1155, Streatham 7362. [10889/R]

**AUTO-UNION D.K.W.**  
**SOLE** Concessionaires (United Kingdom) for the new Sonderklasse D.K.W. Three-Six 896 c.c. car, saloon fixed head coupe, 2-seater and 4-seater cabriolet models.

**A.F.N., Ltd.**, London Rd., Isleworth, Middlesex (Hounslow 0011). [10456/R]

**BENTLEY**  
**CAR MART, Ltd.**

**OFFICIAL** retailers, will be pleased to accept orders for future delivery of the Bentley with standard or special coachwork.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3134. [N1039/R]

**DAVID ROSENFELD, Ltd.**

**OFFICIAL** Bentley and Rolls-Royce retailers.

**SHOWROOMS:** 1-5, Peter St., Manchester, 2. [10499/R]

**PHONE:** Blackfriars 4942.

**SERVICE** Station: Cheetham Hill Rd.

**MANCHESTER**, 8, Tel. Blackfriars 2502. [10506/R]

**GROSE, Ltd.**, Northampton.

**OFFICIAL** Bentley retailers.

**SHOWROOMS** and Service

**MAREFAIR**, Northampton, Tel. 4540. [10569/R]

**H. A. FOX & Co., Ltd.**, officially appointed Bentley retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1, Tel. Regent 7657. [10137]

**RIPPOBROS, Ltd.**, the largest Bentley and Rolls-Royce distributors of Marie V. Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [10249/R]

**B.M.W.**  
**SOLE** concessionaires in Great Britain for the Type 501 B.M.W. 6-seater luxury touring saloon.—A.F.N., Ltd. Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [N2015]

**BOND MINICAR**  
**RAYMOND WAY**, the hire purchase specialists

**RAYMOND WAY**, Great Britain's largest Bond Minicar distributors, immediate delivery all models, cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Malda Vale 6044; open 9 to 8 six days a week. [10839/R]

**PRIDE & CLARKE, Ltd.**—Immediate delivery of the latest models of the Bond Minicar; exchanges, terms.—158, Stockwell Rd., S.W.9, Brixton 6251. [N3068/R]

**BORGWARD**  
**REQUESTS** for literature and demonstration to F. Fairman & Sons, Ltd., Horley, Surrey. Quick delivery all models. Sole distributors for Surrey and Sussex. (Tel. 17.) [10519/R]

**METCALFE & MUNDY, Ltd.**, sole concessionaires for all Borgward cars, diesel and sports models and the new 2½-litre with optional Hirsamatic drive; immediate delivery, nearly all models.—280, Old Brompton Rd., S.W.5, Fre. 5471/2196-7. [N3064]

**BRISTOL**  
**KEVILL, DAVIES & MARCH, Ltd.**

**OFFICIAL** Bristol retailers.

**41**—42, Hay's Mews, Berkeley Sq., W.1, Gros. 2563. [N2054/R]

**FRIARY MOTORS, Ltd.**, Old Windsor, Windsor 2002. Agents for Berks. Latest 403 model available for demonstration. [10964/R]

**NEW** Bristol's, all models, largest selection; distributor—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2252/3 and 14/16, High St., Esher. [N1063/R]

**BRISTOL** in the Western Counties, new and used models, service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruikshank Motors, The Centre, Bristol, Tel. 25280. [10531/R]

**SCOTLAND** and Northern England latest type 403 for immediate delivery; contact the enthusiasts for full particulars.—James H. Galt, Ltd., The Distributor, 52, Woodlands Rd., Glasgow, C.5. Tel. Douglas 7598. [10732/R]

**BUICK**  
**BUICK** Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Tel. Hyde Park 7121. [10398/R]

**CADILLAC**  
**CADILLAC**—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [10326/R]

**CHEVROLET**  
**BRITISH & COLONIAL MOTORS, Ltd.**—13-14, Upper St. Martin's Lane (Ad), Leicester Sq. Tube Stn.), W.C.2, Temple Bar 3586.—Distributors for London and Home Counties. [N1027/R]

**CITROEN**  
**ACE SERVICE STATION (LONDON), Ltd.**, offer early delivery of all models.

**NORTH** Circular Rd., Stonebridge Park, N.W.10. Tel. Elgar 5585 (3 lines). [N1000]

**C.M.I. CAR SALES.**

**OFFICIAL** agents Citroen cars, quick delivery; exchange purchase.—Swiss Cottage, Finchley Rd., N.W.3, Pri. 6623. [N1051]

**ACRES AUTOS, Ltd.**

**OFFICIAL** retailers.

**ALL** models from stock; part exchanges and deferred terms.—136 and 138, Streatham Hill, London, S.W.2, Tel. Tulse Hill 1909. [N1002A]

**10** and 11, Ascot Parade, Clapham Park Rd., S.W.4, Tel. Macaulay 2211-2. [N1002A]

**C. G. NORMAN & Co.**

**SOLE** distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1, Vic. 2211. [10297/R]

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**NEW** Citroen Light 15 to maker's full specifications, immediate delivery; list price £985/14/2.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. [N1057]

**CITROEN** Distributors, Friary Motors, Ltd., Straight Rd., Old Windsor, Windsor 2002-3. [10892/R]

**JOHN S. TRUSCOTT, Ltd.**, official retailers, delivery from stock, it parts to purchase from specialists.—173, Westbourne Grove, W.11, Bay. 4274. [N4035]

**GODFREY HOUGHTON, Ltd.**, Distributors Cheshire & N. Wales.—All models for early delivery; see and try new 2CV, ahead of all others, just like its big brothers; sales with service.—City Rd., Chester, Tel. 24818. [10703/R]

**DAIMLER**  
**DORKING MOTOR Co., Ltd.**, distributors.—Immediate delivery of Daimler Conquest.—Dorking 2256. [N1088]

**DENHAM'S** for Daimlers: Area dealers, sales and service.—Portsmouth Rd., Esher, Surrey, Tel. Esher 3560. [10491/R]

**DAIMLER** Conquest saloon, grey, £1,511/5/10.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [N4053]

**FORD**  
**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444.

**CONSULT** W. Harold Perry, Ltd., of North Finchley, before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr-Zodiac saloon.

**W. HAROLD PERRY, Ltd.**, Ford main dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12, Tel. Hillside 4444. [N3042]

**ROWLAND SMITH'S** for Ford.

**IMMEDIATE** delivery 10cwt van.

**ALL** models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5, Hampstead 6041. [N4018]

**DAGENHAM MOTORS, Ltd.**, Ford main dealers.

**56** Park Lane, W.1, Hyde Park 4866; 374, Belling Rd., Alpertown, Middx., Perivale 3586. And 6, 8 and 12, Sangleys Rd., Catford, S.E.6, Hither Green 4821. [N1066]

**JOHN S. TRUSCOTT, Ltd.**, authorized Ford dealers.—173, Westbourne Grove, W.11, Bay. 4274. [N4035]

**1954** Zodiac, with extras; £965.—S. F. Erskine & Sons, Ltd., Tel. Woking 350. [10779/R]

**PRIDE & CLARKE, Ltd.**—Ford agents; exchanges, terms.—237, Brixton Hill, S.W.2, Tel. 3664-5. [N3068/R]

**R. C. WIMBUSH, Ltd.**, Ford stockists; part exchange and H.P. facilities.—512, Earls Court Rd., S.W.5, Fremantle 6401. [N4056]

**RAYMOND WAY**, the hire purchase specialists, for your new Ford; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6, Malda Vale 6044; open 9 to 8 six days a week. [10839/R]

**F. R. PEACOCK, Ltd.**, main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17, Balham 4401 (5 lines); 104, Food Rd., Freston, Folkestone 51222 (2 lines). [10096/R]

**FRAZER NASH**  
**REQUESTS** for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Mille Miglia and Fixed-Head Coupe models should be addressed to A.F.M., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. [10478/R]

**HILLMAN**  
**BARNET** area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [10411]



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SMITH AUTO Co. Ltd., main dealers for Rootes Group, offer favourable delivery of the Hillman range—145, London Rd., Croydon. Croydon 4600-4632. (0868/R)

**ALWAYS** prompt and efficient service from the Central London Rootes agents; favourable delivery for private and fleet orders—Cattermole's (Garages), Ltd., 73/99, Pentonville Rd., N.1, Tel. 1001. (0403/R)

**HILLMAN** Minx saloons, coupes, estate cars, early delivery, exchanges and terms; cars prepared for clients returning to England—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. (N3011)

**HUMBER**  
CARRIS MOTORS, Ltd.—Humber Hawk and Snipe; immediate delivery—Lewisham Bridge, S.E.13, Loe Green 8569. (0720/R)

**MOTORISTS (LONDON), Ltd.**, for Humber—Gt. North Rd., E. Finchley Station, N.2, Tudor 2901-2. (N3018)

**SMITH AUTO Co. Ltd.**, Main Dealers for Rootes and Hawk saloons—145, London Rd., Croydon. Croydon 4600-4632. (0867/R)

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**ALWAYS** prompt and efficient service from the Central London Rootes agents; favourable delivery for private and fleet orders—Cattermole's (Garages), Ltd., 73/99, Pentonville Rd., N.1, Tel. 1001. (0404/R)

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HENLYS, Ltd.,

**ENGLAND'S** largest Jaguar distributors.

**DEVONSHIRE** House, Piccadilly, W.1. (Grosvener 2297)

**DEVONSHIRE** House, 395 Euston Rd., N.W.1. (Euston 4444)

**MANCHESTER** 1-5 Peter St. (Blackfriars 7845)

**ROWLAND SMITH'S** for Jaguar.

**ALL** models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

**H. BEART & Co. Ltd.**, offer:—

**ONE** only brand new Jaguar XK120 coupe, for immediate delivery at current list price; full details on request—102, London Rd., Kingston-on-Thames, Kin. 3549. (N1091)

**COOMBS & SONS (GUILDFORD), Ltd.**, for Jaguar sales and service.

**MAIN** agents for South-West Surrey—St. Catherine's Garage, Guildford 6297-9. (0242/R)

**IMMEDIATE** delivery—One only, Jaguar Mark VII saloon, black with brown upholstery.

**TERMS** and exchange—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (N217)

**W. T. RICHARDS (BEXLEYHEATH), Ltd.**, Jaguar car dealers, part exchanges—74-78, Broadway, Bexleyheath, Tel. 1566. (0914/R)

**MARK VII**, overdrive, black and grey, new at list price—10159, 26, Queensway, W.2. Baywater 0159. (N1015)

**EARLY** delivery of Jaguar Mark VII saloon with overdrive; main dealers—South Devon Garages, Market St., Torquay, Tel. 2223. (N2468)

**K. J. MOTORS, Ltd.**, N.W. Kent's leading Jaguar car and motor cycle dealers; Overdrive Mark VII; immediate delivery—Bromley, Rav. 3456. (0286/R)

**MARK VII** saloon, good deliveries; cash, exchange or hire purchase—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. 207. (N7121)

**HUNTING** and GARAGE offer one Mark VII Jaguar, black with red upholstery, for immediate delivery at list price—Watford Rd., St. Albans 2050. (N2765)

**JAGUAR** Mark VII saloon, black with beige upholstery, new and unregistered, immediate delivery at list price owing to cancellation—Coventry & Jeffs, Ltd., Bristol 2001. (N2545)

**R. POWELL MOTORS, Ltd.**, East London Area dealers, Mark VII and XK models available for immediate demonstration and inspection—321, Romford Rd., Forest Gate, E.7. Maryland 4819. (0439)

**JOWETT**  
JOWETT.

**ODEON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 1144. (N3026/R)

**UNREGISTERED** Jowett Javelin saloon, black, red upholstery, exchanges and terms—W. Benson, Kedney Hill, nr. Spalding. (N2120)

**RED CIRCLE, Ltd.**, area dealers for Jowett Javelin and Bradford commercials, spares, sales and service—Eastern Arm, Great Cambridge Rd., Tottenham, N.17. Tottenham 1906/7553. (0504/R)

**KAISER**  
KAISER sales, service, spares; sole concessionaires for Great Britain—Steele Griffiths, Ltd., Cambridge Green, London, S.E.5. Rodney 2201-6. (0309/R)

**LEA-FRANCIS**  
WEST Yorkshire distributors of Lea-Francis cars—Marshall's (Hallifax), Ltd., King's Cross, Hallifax. Tel. 5044. (0470/R)

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**MERCEDES-BENZ**—The World's oldest automobile manufacturers; immediate or early delivery of 6 models, from £1,382 to £5,500; unsurpassed for technical design, sustained high performance with safety and economy, comfort, finish, and durability; unique maintenance system ensures a minimum of 25,000 miles without major repairs.

**TRY** our demonstration cars; literature on request; exchanges, deferred terms.

**JOHN S. TRUSCOTT, Ltd.** for Mercedes-Benz, 173, Westbourne Grove, W.11. Bay. 4274. (N4035)

**MERCEDES-BENZ**  
WELWYN SERVICE DEPOT, Ltd.

**HERTS.** Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery—Welwyn Garden City, Hatfield 2174. (0861/R)

**MERCEDES-BENZ** distributors for Surrey and Sussex; all models available; write for full details—Woking Motors (Maybury Hill), Ltd., Woking 1529. (C4057)

**TAYLOR & CRAWLEY**, official retailers for Mercedes-Benz; drive these exciting demonstrators; part exchanges and terms—Hyde Park Corner, 35, Grosvenor Crescent, W.1. Sloane 5213. (N4056)

**GODFREY HOUGHTON, Ltd.**, Main Agents Chester & North Wales—A new motoring experience, favourable delivery most models, 220 model from stock; sales with service—City Rd., Chester. Tel. 24119. (0704/R)

**SWANMORE GARAGE**, official distributors, Hants, Dorset, Wilt, Somerset, Devon and Cornwall. E14; deliveries all models—1175-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 43344-43545. (N4024)

**A NEW** motoring experience, contact the Scottish distributors for full particulars, latest models in stock—Ingalls Automobiles, Ltd., 68-78, Pitt St., Edinburgh. Tel. 26297. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7699. (0862/R)

**M.G.**  
ROWLAND SMITH'S for M.G.

**ALL** models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

**H. BEART & Co. Ltd.**, offer:—

**ONE** only brand new T.F. M.G. 2-str. at current list price, full details on request—102, London Rd., Kingston-on-Thames, Kin. 3549. (N1061)

**IMMEDIATE** delivery—One only, T.F. M.G., ivory with green upholstery.

**TERMS** and exchange—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. (N217)

**PRIDE & CLARKE, Ltd.**—M.G. agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664-5. (N3068/R)

**JACK ROSE, Ltd.**—See the new T.F. 2-seater in our showrooms, orders accepted for Magnette—Stafford Rd., Wallington, Surrey. Wallington 6677. (N3056)

**IMMEDIATE** delivery new M.G. T.F. 2-str., choice of colours, terms, exchanges, Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. (N2273)

**S. G. SMITH (MOTORS), Ltd.**, for your new M.G. T.F. and Magnette; cars, motor cycles taken in part exchange—85 Rye Lane, S.E.15. Tel. New Cross 0460. (0529/R)

**IMMEDIATE** delivery new M.G. T.F.; last price £1780 5/10—Brittles & Colonial Motors, Ltd., C.3, Upper St., Martin's Lane, W.C.2. (Adj.) Leicester Square Tube Station, Temple Bar 5588. (N1027)

**MORGAN**  
PRIDE & CLARKE, Ltd.—Morgan agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664-5. (N3068/R)

**BASIL ROY, Ltd.**, Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine—161, Gl. Portland St., W.1. Lancham 7753. (0510/R)

**LATEST** Plus 2 drop head coupe in red, immediate delivery of this famous 'rally winner', cash, exchange, or hire purchase—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 207. (N4322)

**RAYMOND WAY**, the hire purchase specialists, for your new Morgan Plus 4, most models in stock; cars and motor cycles welcomed in exchange—Kilburn Brides, N.W.6. Maida Vale 6041. open 9 to 8 six days a week. (0780/R)

**MORGAN** Plus-4 distributors, latest 1954 2-seater with soup motor and built-in headlamps for immediate delivery; send s.a.e. for full specification—Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2901-2. (N3018)

**MORRIS**  
ROWLAND SMITH'S for Morris.

**ALL** models supplied, part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. (N4018)

**PRIDE & CLARKE, Ltd.**—Morris agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664-5. (N3068/R)

**MORRIS** Oxford de luxe saloon, black red, Haskey, Ladbrooke 1153. (N3027)

**LANKASTER ENGINEERING Co. Ltd.**—Immediate delivery Cowley van; choice of colour—39-45, Eden St., Kingston-on-Thames, Tel. Kin. 3151-4. (0264/R)

**SMITH & HUNTER**, Morris contracting agents; immediate and near delivery; exchanges, deferred terms—376, Kensington High St., W.14. Western 2312. (N4019)

**ROSE & YOUNG, Ltd.**, offer new Morris Six saloon for immediate delivery, black; terms, exchanges—65-69, St. John's Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tube Hill 6498. (N3057)

**MEBES & MEBES, Ltd.** (Est. 1895), Morris specialists, offer early delivery of most models, including commercial and utility vehicles—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (N3012)

**NASH**  
NASH cars, spares and repairs through Nash Concessionaires, Ltd., only—Nash St., Albany St. N.W.1. Euston 3556-9. (0562/R)

**OLDSMOBILE**  
DISTRIBUTORS (LAWRENCE), Ltd.—Sales, Services and Spares—Blindfold Heath Garage, nr. Lintfield, Surrey. Tel. Lingfield 330-1. (0862/R)

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining Counties—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerard 8600). Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Baywater 8626-7). (0257/R)

**LANCASHIRE** and Cheshire distributors for Opel sales service and spares.

**GROSVENOR GARAGE**, Burnage Lane, Manchester 19. Rus. 2874-5. (0199/R)

**PACKARD**  
SOLE Concessionaires Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0750/R)

**PARAMOUNT**  
PARAMOUNT'S—the new 10mp 4-seater sports roadster a few available from stock; write for illustrated brochure and arrange for a demonstration. List price £265 plus P.T. £261/10, full details from sole distributors—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (N1085)

**PEUGEOT**  
LANCASHIRE—Distributors for Peugeot cars, early delivery, Sales and Service.

**LANCASHIRE**, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874/5. (0515/R)

**LONDON**—Peugeot sales and service—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. (0185/R)

**TOM KNOWLES**, Sole Peugeot concessionaires (Gt. Britain), 13, Brick St., Piccadilly, W.1. Grosvenor 3675-4. (0896/R)

**YORKSHIRE**—Distributors for Peugeot cars, early delivery, sales & service—Newton of Huddersfield, Automobile Distributors, Huddersfield, Tel. Huddersfield 3311 (3 lines). (0855/R)

**PONTIAC**  
PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.6. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (0950/R)

**PORSCHE**  
SOLE concessionaires for Great Britain, official service and spares—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 9011. (N2615)

**RELIANT**  
PRIDE & CLARKE, Ltd.—Immediate delivery of the Reliant Regal; exchanges, terms—158, Stockwell Rd., S.W.2. Brixton 6251. (N3068/R)

**RAYMOND WAY** for your Reliant Regal 3-seater; immediate delivery; cars and motor cycles welcomed in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044. (0778/R)

**RENAULT**  
LONDON—Renault sales and service—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. (0186/R)

**PRIDE & CLARKE, Ltd.**, Renault agents, immediate delivery, exchanges, terms—158, Stockwell Rd., S.W.2. Brixton 6251. (N3068/R)

**RAYMOND WAY** for your Renault 750 saloon; immediate delivery; cars and motor cycles welcomed in exchange—Kilburn Bridge, N.W.6. Maida Vale 6044. (0778/R)

**YORKSHIRE**—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Freange model—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (3 lines). (0856/R)

**AUTO SALES (LONDON), Ltd.**, are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. (0110/R)

**RILEY**  
H. BEART & Co. Ltd., offer:—

**ONE** only brand new Riley 14-litre saloon at current list price, full details on request—102, London Rd., Kingston-on-Thames, Kin. 3548. (N1016)

**14-litre**, delivery six stock one only—Montrose Motors, Wembley 2636. (0765/R)

**JOHN S. TRUSCOTT, Ltd.**, official Riley retailers—173, Westbourne Grove, W.11. Bay. 4274. (N4055)

**SMITH MOTORS**, of Dulwich, for Rileys; terms, exchanges—285, Rye Lane, S.E.15. New X 0462. (0250/R)

**PRIDE & CLARKE, Ltd.**—Riley agents; exchanges, terms—237, Brixton Hill, S.W.2. Tel. 3664-5. (N3068/R)

**MOTORISTS (LONDON), Ltd.**, for Rileys—Gt. North Rd., E. Finchley Station, N.2, Tudor 2901-2. (N3018)

**NAYLOR & ROSE, Ltd.**, new 14-litre Riley saloon, black with red panels, beige leather, immediate delivery—25 East Hill, Wandsworth, S.W.18. Batt. 2252. (N3062)

**NEW 14-litre**, cream and black, immediate delivery. N—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. (N4057)

**NEW 14-litre**, black and maroon, immediate delivery—H. M. Bentley & Partners, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (N1018)

**SOUTHAMPTON**—Rex Neate, Shamblehurst Lane, Botley, Tel. Botley 152. Early delivery on all models, demonstrations arranged; Pathfinder demonstrations by appointment. (0959/R)

**CLARKE & SIMPSON, Ltd.**, Riley sales and service, offer immediate delivery of the new 14-litre in a choice of standard colours, in addition we always have a stock of unpainted cars to enable customers to obtain delivery within 7 days of special colour finishes to their own choice.

**49** Sloane Sq., London, S.W.1. Tel. Slo. 4727. (N1048)

**ROLLS-ROYCE**  
CAR MART, Ltd.

**NEW** Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. (N1059/R)

**DAVID ROSENFELD, Ltd.**

**OFFICIAL** Rolls-Royce and Bentley retailers.

**SHOWROOMS** 1-5, Peter St., Manchester, 2.

**PHONE** Blackfriars 4942

**SERVICE** station: Chetham Hill Rd.,

**MANCHESTER**, 8. Tel. Blackfriars 2502. (0461/R)



## NEW CARS FOR SALE

## ROLLS-ROYCE

GROSE, Ltd., Northampton.  
OFFICIAL Rolls-Royce retailers.  
SHOWROOMS and service  
MAREFIELD, Northampton. Tel. 4540.  
H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 5-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7667.  
RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros. Ltd., Huddersfield 7070 (10 lines).

## ROVER

HENLY'S, England's leading Motor Agents, ROVER distributors.  
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2237)  
HENLY House, 385 Euston Rd., N.W.1. (Euston 14-34)  
ROVER  
DEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1114.  
COMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.  
MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 6297-8.  
Rover 60, grey, red upholstery, new; list price—Maiden 3666.  
H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551.  
ELLIOTTS OF BIDEFORD (Tel. 774), Rover Distributors, for earliest deliveries.  
DORKING MOTOR CO., Ltd., main dealers, Rover 60, 75 and 90.—Dorking 2256.  
KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley, Rav. 3456.  
BEXHILL—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesbrough Rd., Tees. 1951/R.  
CROYDON Main Agents, Leathwood's Garages, Ltd., 20, St. James's Rd., Croydon, Tho. 1222.  
WORKING and district.—Rover sales and service at L. F. Dove, Ltd., Guildford Rd., Woking, Tel. Woking 1282.  
SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444.  
W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1656.  
NORTHAMPTONSHIRE and North Bucks.—Grose Ltd. Rover distributors and parts service.—Marefield, Northampton Tel. 4540.  
ROSENFELD for Rover distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 1-5 Peter St., Manchester, 2. Tel. Blackfriars 4942.  
COPPEY HOUGHTON, Ltd., Retail Dealers.—Favourable deliveries all models; 60 model from stock; sales with service.—City Rd., Chester. Tel. 24818.

## SIMCA

LONDON, W.1  
SEE and try the new Simca Aronde; orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2.  
DISTRIBUTORS  
CENTRAL and West Surrey.  
CLARKE'S OF PIRBRIGHT, Pirbright, Surrey, Brookwood 2201-2. Demonstration car always available.  
FIAT (ENGLAND), Ltd.  
WATER Rd., Wembley. Tel. Perivale 5651.  
SOLE Concessionaires  
IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country.  
WEST Kent Area Dealers, Mahon's Garage, Ltd., Cranbrook 2252. Enquiries welcomed.  
SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford, Tel. Watford 4491.  
PRIDE & CLARKE, Ltd., Simca main agents; immediate delivery, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5.  
NEW Simcas, all models, largest selection; distributors—obviously Anthony Crook Motors Caterham Hill, Surrey, Tel. 2252/3.  
H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca; demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551.  
DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines, Tel. 4211 (5 lines).  
SUPERIOR Aronde saloon (1950/9/2), and Chateaux Station Wagon, 121cc, 50mpg, high speeds, outstanding road holding; terms, exchange, service export, Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159.  
IMPORTANT to all motor lovers; to arrive in style without feeling you have travelled is where the 1954 Simca Aronde comes in, 75 miles per hour and 35 miles per gallon, de luxe motoring well within your budget; your present car accepted in part payment and confidential credit facilities arranged; coloured brochures and a trial run from  
FERRARIS OF CRICKLEWOOD, Ltd., 200, 220, Cricklewood Broadway, N.W.2. Gladstone 2254.

## SINGER

IMMEDIATE delivery.—One only, Singer 1500 saloon, bronze green with tan upholstery.  
TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700.  
THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges, deferred payments.  
AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6496.

## STANDARD

ROUNDABOUT offer:—  
NEW Vanguard saloon, choice of 2, for immediate delivery at manufacturer's list price.  
ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5.

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Vanguard saloon.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

SHAW MOTORS, Ltd., of Tooting, offer:—

EARLY delivery of Standard Vanguard and Standard 8 saloons; part exchanges, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garraff Lane, S.W.17. Wim. 3051-2-3.

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot, day and night garage.  
BERKELEY Square, London, W.1. Gro. 4343.

IMMEDIATE delivery.—One only, Standard Vanguard, black with brown upholstery.  
TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700.

1954 Vanguard, nominal mileage; £695.—S. F. Erskine & Sons, Ltd., Tel. Woking 330.

STANDARD 8 saloons.—Try Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

VANGUARD and Triumph.—Try Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2.

L. F. DOVE, Ltd., offer immediate delivery of all new Standard models.—69, Broadway, Wimbled. n. S.W.19. Tel. Liberty 3456.

ERKINE, Working, for Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330.

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480.

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph auto dealers; part exchanges.—W.2. 78, Broadway, Bexleyheath, Tel. 1656.

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery of Vanguard, early delivery Ehp model.—173, Westbourne Grove, W.1. Bay. 4274.

BEVERLEY MOTORS, Combe Rd., New Malden.—New Standard Vanguard list price; new Standard 8 list price; immediate delivery.—Maiden 3232-3.

IMMEDIATE delivery Standard Vanguard, metallic chrome blue also Standard 8 saloon.—Haskins, Ladbrooke 1155.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6068.—Standard and Triumph Main Distributors in areas of Surrey and Kent.

PRIDE & CLARKE, Ltd.—Exchange your car now; terms.—237, Brixton Hill, S.W.2. Tel. 3664/5.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 361-2-3, offer immediate delivery of new Standard Vanguard Phase II saloon, fitted with heater, black.

NEW Standard Vanguard saloon, 2-tone colour, grey and black, leather interior, immediate delivery.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065.

MAGDALEN MOTORS, Ltd., offer for immediate delivery Vanguard and Standard 8, terms and exchanges.—311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5975 and 7975.

IMMEDIATE delivery new Standard Vanguard saloon, choice of colour; list price £787/7/6.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Square Tube Station), Temple Bar 3568.

EDBES & MEBES, Ltd. (Est. 1893), Standard specialists, offer early delivery of Vanguard—Phase II and Ehp models rotational delivery of 10hp and sports models.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2049.

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; demo. available.—Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston, Tel. Kin. 3151-4.

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town, Gul. 4141.

SUNBEAM-TALBOT  
HENDON CENTRAL GARAGE, Ltd., offer:—

IMMEDIATE delivery new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Centre, N.W.4. Tel. Hendon 8094-5.

AUTOMOBILE & AIRCRAFT SERVICES Ltd.  
100% Rootes Group Dealers.

NEW Sunbeam Alpine, Coronation red, immediate delivery, price £1,265; equitable h.p. facilities and part exchanges.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines).

SUNBEAM-TALBOT saloons and coupes, immediate delivery; also Alpine sports; exchange and terms; cars prepared for clients returning to England.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2.

## SUNBEAM-TALBOT

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632.  
ALWAYS prompt and efficient service from the Central London Rootes agents; Sunbeam-Talbots our specialty; immediate attention to your enquiries.—Castlemore (Garage) Ltd., 79-83, Pentonville Rd., N.1. Tel. 1001.

## TRIUMPH

CANNOT be repeated.  
AN opportunity to save £42.10.  
ONE only in stock.

A NEW Triumph T.R.2 sports, ice blue with black leather upholstery and heater, at last month's price of £575/4/2, inc. P.T. ex-works.

ALWOODLEY MOTORS, Ltd., Harrogate Rd., Alwoodley, Leeds. Tel. Nos. 6821/4, 6817/4.

ROWLAND SMITH'S for Triumph.

ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041.

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot; day and night garage.  
BERKELEY Sq., London, W.1. Gro. 4343.

KJ MOTORS, Ltd.—Renown, Vanguard models, immediate delivery.—Bromley, Rav. 3456.

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5.

TRIUMPH and Standard sales and service.—Starnes Motors, 103, Cricklewood Broadway, N.W.2. Gladstone 2480.

METROPOLIS GARAGES, Ltd., the Triumph agents, for sales, service and spare parts for all models, 31, Macle Rd. (Olympia), W.14. She. 5365-6/7.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6068.—Standard and Triumph Main Distributors in areas of Surrey and Kent.

LANKASTER ENGINEERING CO., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston, Tel. Kin. 3151-4.

IMMEDIATE delivery new Austin A40 Countryman, heater, over-riders, list price £742/11/6.—British & Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, W.C.2 (Adj. Leicester Square Tube Station), Temple Bar 3568.

VAUXHALL  
VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms.—4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acom 4641.

KJ MOTORS, Ltd., main dealers for Bromley, Ovington districts.—Bromley, Rav. 3456.

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking. Tel. Woking 1282.

VOLKSWAGEN  
COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagen from the original specialists and main distributors; full service facilities.—Ripley 2361.

GODFREY HOUGHTON, Ltd.  
MAIN dealers Cheshire, Denbighshire and Flintshire; early deliveries all models including commercial and bus models, with after sales service.—City Rd., Chester, Tel. 24818.

IMMEDIATE delivery.—One only, Volkswagen de luxe saloon, green with beige upholstery.

TERMS and exchange.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700.

SUSSEX distributors, Prestrich (Hove) Ltd., St. John's Rd., Hove. Tel. 54057-8.

JACK ROSE, Ltd., offer immediate delivery de luxe Volkswagen.—Stafford Rd., Wallington, Surrey. Wallington 6677.

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealers, 441/8, Brighton Rd., South Croydon. Croydon 6225, Uplands 8629.

EUROPEAN CARS, Ltd., distributors for London Western districts, early delivery, demonstrations, exchanges, terms; also vans, pick-ups and buses.—131, Old Brompton Rd., S.W.7. Fre. 3333.

129  
WORTHING.—Your main dealer for this district; Sussex Motor Co., Portland Rd., Worthing. Tel. 272.

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 361-2-3, offer immediate delivery of a de luxe saloon, 8-seater Micro Bus and single-door van.

SOLE Concessionaires Great Britain and Northern Ireland, cars available for immediate delivery.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St., London, S.W.1. Whi. 9501.

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; immediate deliveries, full service and spares facilities.—273, London Rd., Staines, Tel. 4211 (5 lines).

PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchange terms; by return spares service.—158, Stockwell Rd., S.W.9. Brixton 6251.

YORKSHIRE county distributors can offer early delivery all models; full spares and service facilities available.—Moorfoot Garage, Ltd., 536, Harrogate Rd., Leeds, 7. Tel. 685131 (2 lines).



## NEW CARS FOR SALE

## VOLKSWAGEN

At your service in South Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., 10123/R  
WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service, demonstration car available—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. (10519/R)

STANDARD saloon, £599/15/4; de luxe £669/12/6; Microbus, £779; Kombi, £899/9/2; van, £668; terms, exchanges; export service.—Details why Volkswagen are outstanding from Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 6159. (10044)

OFFICIAL main dealers of the V.W. Europe's most popular car because of its economy, performance and long life: saloons from £599/15/4, exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy, double the distance at half the cost.—Details—

BENMOTORS, 1, Clarendon Rd., London, W.11. (5010 yds. Holland Park Tube.) Park 5066. (10157/R)

## WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchanges and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) (10406)

## WOLSELEY

ROWLAND SMITH'S for Wolseley.  
ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hamstead 6091. (104015/R)

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 5333. (10183/R)

WOLSELEY 6/80, black/red.—Haskins. Ladbrooke 1153. (10307/R)

W. J. COLES (CROYDON), Ltd., 18, Blunt Rd., S. South Croydon, Croydon 0074-5. (1980/R)

PRIDE & CROOK, Ltd.—Wolseley Agents; exchanges, terms.—257, Brixton Hill, S.W.2. Tul. 5664-5. (10306/R)

R. C. WIMBUSH, Ltd., Wolseley stockists; part exchange H.P. facilities.—512, Earls Court Rd., S.W.5. Freemantle 8401. (104056/R)

IMMEDIATE delivery new Wolseley 6/80 saloon; terms, exchanges.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1651. (10274/R)

MEBES & MEBES, Ltd. (Est. 1893), Wolseley specialists; offer early delivery of both Six-Eighty and Four-Forty-Four models, choice of colours.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (103012/R)

## MISCELLANEOUS CARS

GATEHOUSE MOTORS  
ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (10202/R)

ALL makes of cars, utilities, vans; terms, exchanges.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. (10077/R)

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley.—10123/R

PART exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hamstead 6091. (104015/R)

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Routes, Ltd., Devonshire House, Piccadilly, W.1. (10121/R)

MARSTON MOTOR CO., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 6020. (10713/R)

## COMMERCIAL VEHICLES

NEW COMMERCE 810cc delivery van, list price.—Tel. Evesham 6354. (101053/R)

## MISCELLANEOUS ADVERTISEMENTS

## CARS FOR HIRE

ASYNCHRO  
1954 Vauxhall Velox or 1954 new style Ford Anglia self-drive costs from £6 per week, small mileage charge, or alternative rates; A.A., R.A.C. radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garage, Ltd., Peterham Mews, S.W.7. Western 4108. Cables: Synchro, London. (10636/R)

SELF-DRIVE Hire.  
1954 Austin and Vauxhall cars available for self-drive hire. Terms—15s/week; mileage allowance 700; additional mileage 6d per mile. (10132/R)

BASS ROCK MOTOR CO., Ltd., Milton Rd. West, Portobello, Edinburgh. Tel. Edinburgh Por. 1201 (3 lines). (10560/R)

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear 36, Mackenzie St. Tel. Slough 20501. (10132/R)

IVOR HILL, Ltd.—1953 A40 Somersets for hire; reasonable terms.—Revestoke Rd., S.W.19. Wimb. 5666. (10560/R)

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin. 7, Crofton Ave., Dun Laoghaire. (10877/R)

SMITH & HUNTER for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. (10458/R)

MANCHESTER.—Drive yourself 1953-54 overseas visitors specially catered for. SUREFLEET, delivery anywhere in England. (10458/R)

SUREFLEET, lowest rates in the trade.  
SUREFLEET 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1937. (10646/R)

AUSTIN A40s, 70s, 90s, saloons or convertibles, drive yourself, low winter rates.—Truman's Garage, Queensway, W.2. Bay. 6415. (10636/R)

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Coddington Mews, W.11. Park. 9864-5. (10466/R)

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 771-2). Dolphin Square, S.W.1. (10442/R)

IRISH touring, hire it and drive it, the Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. (16280/R)

SELF-DRIVE Post-war Morris, Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Beckham, S.E.15. New Cross 2103. (17576/R)

GEE CARS self-drive hire service with new Ford Consul, unlimited mileage.—60/62, Queen's Gate Rd., London, S.W.8. Mac. 5363. (10091/R)

HAROLD R. HILLS GARAGE.—Garage accommodation service, high-class car hire.—3-5, Ennismore Mews, S.W.7. Kensington 4202. (10551/R)

1953 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bay. 8229 (Garage). (2057/R)

WIMBLEDON CAR HIRE, self-drive specialists.—1951-53 Austin A30s, A40s and A70s from £1 a day.—Mansel Rd., S.W.19. Wimb. 5634. (10611/R)

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.24. (For 2432. 10679/R)

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage; cars delivered.—Bri. 5532 and 8657. 290, Milkwood Rd., Herne Hill, S.E.24. (10683/R)

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CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and Austin dependability, chauffeur driven, 1951-52 A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8669. (10644/R)

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MODERN CONTACT LENS CENTRE, 71(F), Endsleigh Court, W.C.1.—Deferred terms; booklet sent, 10894/R

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12ft x 12ft, 447/6; 12ft x 12ft, 457/6; 12ft x 12ft, 467/6; 12ft x 12ft, 477/6; 12ft x 12ft, 487/6; 12ft x 12ft, 497/6; 12ft x 12ft, 507/6; 12ft x 12ft, 517/6; 12ft x 12ft, 527/6; 12ft x 12ft, 537/6; 12ft x 12ft, 547/6; 12ft x 12ft, 557/6; 12ft x 12ft, 567/6; 12ft x 12ft, 577/6; 12ft x 12ft, 587/6; 12ft x 12ft, 597/6; 12ft x 12ft, 607/6; 12ft x 12ft, 617/6; 12ft x 12ft, 627/6; 12ft x 12ft, 637/6; 12ft x 12ft, 647/6; 12ft x 12ft, 657/6; 12ft x 12ft, 667/6; 12ft x 12ft, 677/6; 12ft x 12ft, 687/6; 12ft x 12ft, 697/6; 12ft x 12ft, 707/6; 12ft x 12ft, 717/6; 12ft x 12ft, 727/6; 12ft x 12ft, 737/6; 12ft x 12ft, 747/6; 12ft x 12ft, 757/6; 12ft x 12ft, 767/6; 12ft x 12ft, 777/6; 12ft x 12ft, 787/6; 12ft x 12ft, 797/6; 12ft x 12ft, 807/6; 12ft x 12ft, 817/6; 12ft x 12ft, 827/6; 12ft x 12ft, 837/6; 12ft x 12ft, 847/6; 12ft x 12ft, 857/6; 12ft x 12ft, 867/6; 12ft x 12ft, 877/6; 12ft x 12ft, 887/6; 12ft x 12ft, 897/6; 12ft x 12ft, 907/6; 12ft x 12ft, 917/6; 12ft x 12ft, 927/6; 12ft x 12ft, 937/6; 12ft x 12ft, 947/6; 12ft x 12ft, 957/6; 12ft x 12ft, 967/6; 12ft x 12ft, 977/6; 12ft x 12ft, 987/6; 12ft x 12ft, 997/6; 12ft x 12ft, 1007/6; 12ft x 12ft, 1017/6; 12ft x 12ft, 1027/6; 12ft x 12ft, 1037/6; 12ft x 12ft, 1047/6; 12ft x 12ft, 1057/6; 12ft x 12ft, 1067/6; 12ft x 12ft, 1077/6; 12ft x 12ft, 1087/6; 12ft x 12ft, 1097/6; 12ft x 12ft, 1107/6; 12ft x 12ft, 1117/6; 12ft x 12ft, 1127/6; 12ft x 12ft, 1137/6; 12ft x 12ft, 1147/6; 12ft x 12ft, 1157/6; 12ft x 12ft, 1167/6; 12ft x 12ft, 1177/6; 12ft x 12ft, 1187/6; 12ft x 12ft, 1197/6; 12ft x 12ft, 1207/6; 12ft x 12ft, 1217/6; 12ft x 12ft, 1227/6; 12ft x 12ft, 1237/6; 12ft x 12ft, 1247/6; 12ft x 12ft, 1257/6; 12ft x 12ft, 1267/6; 12ft x 12ft, 1277/6; 12ft x 12ft, 1287/6; 12ft x 12ft, 1297/6; 12ft x 12ft, 1307/6; 12ft x 12ft, 1317/6; 12ft x 12ft, 1327/6; 12ft x 12ft, 1337/6; 12ft x 12ft, 1347/6; 12ft x 12ft, 1357/6; 12ft x 12ft, 1367/6; 12ft x 12ft, 1377/6; 12ft x 12ft, 1387/6; 12ft x 12ft, 1397/6; 12ft x 12ft, 1407/6; 12ft x 12ft, 1417/6; 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12ft x 12ft, 1907/6; 12ft x 12ft, 1917/6; 12ft x 12ft, 1927/6; 12ft x 12ft, 1937/6; 12ft x 12ft, 1947/6; 12ft x 12ft, 1957/6; 12ft x 12ft, 1967/6; 12ft x 12ft, 1977/6; 12ft x 12ft, 1987/6; 12ft x 12ft, 1997/6; 12ft x 12ft, 2007/6; 12ft x 12ft, 2017/6; 12ft x 12ft, 2027/6; 12ft x 12ft, 2037/6; 12ft x 12ft, 2047/6; 12ft x 12ft, 2057/6; 12ft x 12ft, 2067/6; 12ft x 12ft, 2077/6; 12ft x 12ft, 2087/6; 12ft x 12ft, 2097/6; 12ft x 12ft, 2107/6; 12ft x 12ft, 2117/6; 12ft x 12ft, 2127/6; 12ft x 12ft, 2137/6; 12ft x 12ft, 2147/6; 12ft x 12ft, 2157/6; 12ft x 12ft, 2167/6; 12ft x 12ft, 2177/6; 12ft x 12ft, 2187/6; 12ft x 12ft, 2197/6; 12ft x 12ft, 2207/6; 12ft x 12ft, 2217/6; 12ft x 12ft, 2227/6; 12ft x 12ft, 2237/6; 12ft x 12ft, 2247/6; 12ft x 12ft, 2257/6; 12ft x 12ft, 2267/6; 12ft x 12ft, 2277/6; 12ft x 12ft, 2287/6; 12ft x 12ft, 2297/6; 12ft x 12ft, 2307/6; 12ft x 12ft, 2317/6; 12ft x 12ft, 2327/6; 12ft x 12ft, 2337/6; 12ft x 12ft, 2347/6; 12ft x 12ft, 2357/6; 12ft x 12ft, 2367/6; 12ft x 12ft, 2377/6; 12ft x 12ft, 2387/6; 12ft x 12ft, 2397/6; 12ft x 12ft, 2407/6; 12ft x 12ft, 2417/6; 12ft x 12ft, 2427/6; 12ft x 12ft, 2437/6; 12ft x 12ft, 2447/6; 12ft x 12ft, 2457/6; 12ft x 12ft, 2467/6; 12ft x 12ft, 2477/6; 12ft x 12ft, 2487/6; 12ft x 12ft, 2497/6; 12ft x 12ft, 2507/6; 12ft x 12ft, 2517/6; 12ft x 12ft, 2527/6; 12ft x 12ft, 2537/6; 12ft x 12ft, 2547/6; 12ft x 12ft, 2557/6; 12ft x 12ft, 2567/6; 12ft x 12ft, 2577/6; 12ft x 12ft, 2587/6; 12ft x 12ft, 2597/6; 12ft x 12ft, 2607/6; 12ft x 12ft, 2617/6; 12ft x 12ft, 2627/6; 12ft x 12ft, 2637/6; 12ft x 12ft, 2647/6; 12ft x 12ft, 2657/6; 12ft x 12ft, 2667/6; 12ft x 12ft, 2677/6; 12ft x 12ft, 2687/6; 12ft x 12ft, 2697/6; 12ft x 12ft, 2707/6; 12ft x 12ft, 2717/6; 12ft x 12ft, 2727/6; 12ft x 12ft, 2737/6; 12ft x 12ft, 2747/6; 12ft x 12ft, 2757/6; 12ft x 12ft, 2767/6; 12ft x 12ft, 2777/6; 12ft x 12ft, 2787/6; 12ft x 12ft, 2797/6; 12ft x 12ft, 2807/6; 12ft x 12ft, 2817/6; 12ft x 12ft, 2827/6; 12ft x 12ft, 2837/6; 12ft x 12ft, 2847/6; 12ft x 12ft, 2857/6; 12ft x 12ft, 2867/6; 12ft x 12ft, 2877/6; 12ft x 12ft, 2887/6; 12ft x 12ft, 2897/6; 12ft x 12ft, 2907/6; 12ft x 12ft, 2917/6; 12ft x 12ft, 2927/6; 12ft x 12ft, 2937/6; 12ft x 12ft, 2947/6; 12ft x 12ft, 2957/6; 12ft x 12ft, 2967/6; 12ft x 12ft, 2977/6; 12ft x 12ft, 2987/6; 12ft x 12ft, 2997/6; 12ft x 12ft, 3007/6; 12ft x 12ft, 3017/6; 12ft x 12ft, 3027/6; 12ft x 12ft, 3037/6; 12ft x 12ft, 3047/6; 12ft x 12ft, 3057/6; 12ft x 12ft, 3067/6; 12ft x 12ft, 3077/6; 12ft x 12ft, 3087/6; 12ft x 12ft, 3097/6; 12ft x 12ft, 3107/6; 12ft x 12ft, 3117/6; 12ft x 12ft, 3127/6; 12ft x 12ft, 3137/6; 12ft x 12ft, 3147/6; 12ft x 12ft, 3157/6; 12ft x 12ft, 3167/6; 12ft x 12ft, 3177/6; 12ft x 12ft, 3187/6; 12ft x 12ft, 3197/6; 12ft x 12ft, 3207/6; 12ft x 12ft, 3217/6; 12ft x 12ft, 3227/6; 12ft x 12ft, 3237/6; 12ft x 12ft, 3247/6; 12ft x 12ft, 3257/6; 12ft x 12ft, 3267/6; 12ft x 12ft, 3277/6; 12ft x 12ft, 3287/6; 12ft x 12ft, 3297/6; 12ft x 12ft, 3307/6; 12ft x 12ft, 3317/6; 12ft x 12ft, 3327/6; 12ft x 12ft, 3337/6; 12ft x 12ft, 3347/6; 12ft x 12ft, 3357/6; 12ft x 12ft, 3367/6; 12ft x 12ft, 3377/6; 12ft x 12ft, 3387/6; 12ft x 12ft, 3397/6; 12ft x 12ft, 3407/6; 12ft x 12ft, 3417/6; 12ft x 12ft, 3427/6; 12ft x 12ft, 3437/6; 12ft x 12ft, 3447/6; 12ft x 12ft, 3457/6; 12ft x 12ft, 3467/6; 12ft x 12ft, 3477/6; 12ft x 12ft, 3487/6; 12ft x 12ft, 3497/6; 12ft x 12ft, 3507/6; 12ft x 12ft, 3517/6; 12ft x 12ft, 3527/6; 12ft x 12ft, 3537/6; 12ft x 12ft, 3547/6; 12ft x 12ft, 3557/6; 12ft x 12ft, 3567/6; 12ft x 12ft, 3577/6; 12ft x 12ft, 3587/6; 12ft x 12ft, 3597/6; 12ft x 12ft, 3607/6; 12ft x 12ft, 3617/6; 12ft x 12ft, 3627/6; 12ft x 12ft, 3637/6; 12ft x 12ft, 3647/6; 12ft x 12ft, 3657/6; 12ft x 12ft, 3667/6; 12ft x 12ft, 3677/6; 12ft x 12ft, 3687/6; 12ft x 12ft, 3697/6; 12ft x 12ft, 3707/6; 12ft x 12ft, 3717/6; 12ft x 12ft, 3727/6; 12ft x 12ft, 3737/6; 12ft x 12ft, 3747/6; 12ft x 12ft, 3757/6; 12ft x 12ft, 3767/6; 12ft x 12ft, 3777/6; 12ft x 12ft, 3787/6; 12ft x 12ft, 3797/6; 12ft x 12ft, 3807/6; 12ft x 12ft, 3817/6; 12ft x 12ft, 3827/6; 12ft x 12ft, 3837/6; 12ft x 12ft, 3847/6; 12ft x 12ft, 3857/6; 12ft x 12ft, 3867/6; 12ft x 12ft, 3877/6; 12ft x 12ft, 3887/6; 12ft x 12ft, 3897/6; 12ft x 12ft, 3907/6; 12ft x 12ft, 3917/6; 12ft x 12ft, 3927/6; 12ft x 12ft, 3937/6; 12ft x 12ft, 3947/6; 12ft x 12ft, 3957/6; 12ft x 12ft, 3967/6; 12ft x 12ft, 3977/6; 12ft x 12ft, 3987/6; 12ft x 12ft, 3997/6; 12ft x 12ft, 4007/6; 12ft x 12ft, 4017/6; 12ft x 12ft, 4027/6; 12ft x 12ft, 4037/6; 12ft x 12ft, 4047/6; 12ft x 12ft, 4057/6; 12ft x 12ft, 4067/6; 12ft x 12ft, 4077/6; 12ft x 12ft, 4087/6; 12ft x 12ft, 4097/6; 12ft x 12ft, 4107/6; 12ft x 12ft, 4117/6; 12ft x 12ft, 4127/6; 12ft x 12ft, 4137/6; 12ft x 12ft, 4147/6; 12ft x 12ft, 4157/6; 12ft x 12ft, 4167/6; 12ft x 12ft, 4177/6; 12ft x 12ft, 4187/6; 12ft x 12ft, 4197/6; 12ft x 12ft, 4207/6; 12ft x 12ft, 4217/6; 12ft x 12ft, 4227/6; 12ft x 12ft, 4237/6; 12ft x 12ft, 4247/6; 12ft x 12ft, 4257/6; 12ft x 12ft, 4267/6; 12ft x 12ft, 4277/6; 12ft x 12ft, 4287/6; 12ft x 12ft, 4297/6; 12ft x 12ft, 4307/6; 12ft x 12ft, 4317/6; 12ft x 12ft, 4327/6; 12ft x 12ft, 4337/6; 12ft x 12ft, 4347/6; 12ft x 12ft, 4357/6; 12ft x 12ft, 4367/6; 12ft x 12ft, 4377/6; 12ft x 12ft, 4387/6; 12ft x 12ft, 4397/6; 12ft x 12ft, 4407/6; 12ft x 12ft, 4417/6; 12ft x 12ft, 4427/6; 12ft x 12ft, 4437/6; 12ft x 12ft, 4447/6; 12ft x 12ft, 4457/6; 12ft x 12ft, 4467/6; 12ft x 12ft, 4477/6; 12ft x 12ft, 4487/6; 12ft x 12ft, 4497/6; 12ft x 12ft, 4507/6; 12ft x 12ft, 4517/6; 12ft x 12ft, 4527/6; 12ft x 12ft, 4537/6; 12ft x 12ft, 4547/6; 12ft x 12ft, 4557/6; 12ft x 12ft, 4567/6; 12ft x 12ft, 4577/6; 12ft x 12ft, 4587/6; 12ft x 12ft, 4597/6; 12ft x 12ft, 4607/6; 12ft x 12ft, 4617/6; 12ft x 12ft, 4627/6; 12ft x 12ft, 4637/6; 12ft x 12ft, 4647/6; 12ft x 12ft, 4657/6; 12ft x 12ft, 4667/6; 12ft x 12ft, 4677/6; 12ft x 12ft, 4687/6; 12ft x 12ft, 4697/6; 12ft x 12ft, 4707/6; 12ft x 12ft, 4717/6; 12ft x 12ft, 4727/6; 12ft x 12ft, 4737/6; 12ft x 12ft, 4747/6; 12ft x 12ft, 4757/6; 12ft x 12ft, 4767/6; 12ft x 12ft, 4777/6; 12ft x 12ft, 4787/6; 12ft x 12ft, 4797/6; 12ft x 12ft, 4807/6; 12ft x 12ft, 4817/6; 12ft x 12ft, 4827/6; 12ft x 12ft, 4837/6; 12ft x 12ft, 4847/6; 12ft x 12ft, 4857/6; 12ft x 12ft, 4867/6; 12ft x 12ft, 4877/6; 12ft x 12ft, 4887/6; 12ft x 12ft, 4897/6; 12ft x 12ft, 4907/6; 12ft x 12ft, 4917/6; 12ft x 12ft, 4927/6; 12ft x 12ft



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**TICKFORD**, Ltd., coupe specialists, estimates given for re-covering hoods and all coachwork repairs.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [104029/R]

**SPECIALISTS** in hoods, sidescreens, roofs, headliners, carpets, seating, loose covers, etc., supplier of all trimming materials.—Knights of North St., Carlsholm, Sat. 6 p.m. Wallington 6567. [16915]

**"SPRAYING Handbook"** Revised Ed., covers all types of painting, plant and estimating, etc., 5/6; paints, cellulose and allied sundries, 1953, list free.—Leonard Brothers, 19, Oak Rd., Harold Wood, Romford. [10768/R]

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**SINGER** spares, all types recon, steering boxes, distributor gears, many other spares in short supply.—Murphy of Mortlake, 17, Sheen Lane, S.W.14, Pro. 5505. [10498/R]

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**W. MACHENT & SON**, Lockford Lane Garage, Stonegrave, Chesterfield, Tel. 4615. [10225/R]

**BURT'S** MOTORS have huge stocks of new and second-hand parts for all makes of cars, including Austin, Buick, Chevrolet, Chrysler, Dodge, Chrysler, Hillman, Hudson, Terraplane, ex-W.D. Hummer, Lanchester 10, Utility, Morris, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley. Coil springs, gaskets, king pins and electrical equipment, etc., and bushes, lamp pumps, silencers, tools, tyres, complete sets of spares.—113, High St., Colliers Wood, S.W.19. Liberty 2661 and 4754. [10418/R]

**SPARES**—Wards are dismantling another grand selection of cars, any part, no matter how small, we will dismantle for you. 5 Austin Sevens all years. 1 Austin 1947, 1 Austin Ten, 1950-6, 1 Austin Minor, 1 Morris 8hp, 1950, 1 Morris 14hp 1937, 5 Morris 10hp, 1935-7, 1 Jaguar 1½-litre, 1 2½-litre, 1937, 1 Standard 14hp, 1936-7, 1 Standard 10hp 1937, 3 Standard 14hp 1937, Talbot 20hp 1934, 1 Daimler 15hp 1934, 1 Daimler 20hp 1938, 1 Packard 8, 1936, 1 Singer Super Nine, 1937-8, 1 Singer 12hp 1937, 2 Riley Nines, 1935-6, 2 Riley 12 12, 1935-6, 5 Hillman Minxes, 1935-36-47; Hummer Snipe, 1938, nearly all parts still available on these cars.—Wards Motor Stores, Leasowe Rd., Walsley, Tel. 4151. [10131/R]

**T. P. BREEN**, Ltd.—Dismantling Austins, 7hp 1937, Big 7, 8hp 1939, 10hp 1934 to 1939, 12.4 1935, Standard 12 1937, Daimler 15 1934, Lanchester 10 1935-4, Hillman 10 1937-9, Hummer 16 1935, Bristol Alvis 12hp 1934, 17hp 1936, Speed 20 and 25 1936-7, Vauxhall DX and DY, Ford and Mercury V.8s, Wolseley Hornet, Singer 12 1937, Le Mans and 1½-litre, Lea-Francis 1947; Jaguar 2½-litre 1936; Morris 8, 10, 12, 21; Hudson 17 and 29hp; Studebaker Dictator 1935-6, Oldsmobile 29hp 1937; M.G. 2-litre, Triumphs 10, 11, 12; Talbots 14, 18, 21; Ford 8 and 10; Jowett Bradford 1946; Austin taxis; Riley 9 1935; B.S.A. 1½ d.; Lagonda 16/80 and 2-litre; Rover 14 1935-7, 16hp 1937-9; Armstrong 14; Lancia, Bentley, Delage, etc.—Hunt Rd., Whetstone, N.20. Hillside 2393. [10915/R]

**Parts and Accessories Wanted**

**WANTED**, cylinder head for 25hp Alvis 1936/7 engine.—Nene Barge & Lighter Co., Ltd., Ship End Quarries, Wansford, Peterborough. [12476]

## PISTONS

**BROOKLANDS** ENG., Portsmouth Rd., Copham, Surrey 3505.—Martlett pistons and K.E.965 hand-forged valves to pattern or sketch. [10150/R]

## RADIATOR MUFFS, ETC.

**GALLAY**, Ltd., give immediate service in repairs and rebuilding of radiators, oil coolers, fuel tanks and wings, etc.

**GALLAY**, Ltd., specialists in new radiators, fuel tanks and oil coolers for racing and sports cars.

**GALLAY**, Ltd., specialise in chrome nickel copper and aluminium plating.

**GALLAY**, Ltd., give immediate service.—Please send enquiries to 105-109, Scrubbs Lane, Willesden, London, N.W.10. Lad. 3644. [10538/R]



## PARTS AND ACCESSORIES, REPAIRERS, ETC.

## RADIATOR MUFFS, ETC.

**MAITCHESS RADIATOR & BODY WORKS**, 450, Old Kent Rd., S.E.1. Bermondsey 1577. Repairs of every description. [1040/R]  
**JOHN LANGRISH RADIATOR, Ltd.**, Head Office: Lower John St., London, W.1 (Gerard 2372-3). Eight branches covering South England. [1038/R]

## REPAIRERS, WELDING, ETC.

**B. BARIMAR** for scientific welding repairs under Barimar money back guarantee.  
**CRACKED** and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankshafts, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process.  
**BARIMAR HOUSE**, 22-24, Peterborough Rd., Fulham, London, S.W.6. Tel. Renown 2147/8. Night calls Renown 2148. Telegrams Barimar, Walsingham, London. Branches at Birmingham, Newcastle, Manchester and Glasgow are also operating at full blast. [10417/R]

**CRACKED** cylinder blocks repaired by low-temperature process, no pre-heating, no dismantling; also several cylinder blocks for sale.—**Sanders & Co., Ltd.**, Victoria Rd., Hendon, N.W.4. Hendon 1266. [1022/R]  
**ACCIDENT** repairs of every description, including insurance work, panel beating, welding, re-cylindering.—**Jack Barclay (Service), Ltd.**, Danvers St., Chelsea, London, S.W.3. Flaxman 2225. [10108/R]

**UXBRIDGE**—Gregory's of Uxbridge, Ltd., are pleased to inform all their friends that they can undertake any repairs to any car, large stock of Vauxhall spares always carried.—**Uxbridge** 6452-5. Maidenhead 797. High Wycombe 253. [1020/R]

**GALLAY, Ltd.**, can give immediate service in the repairs and rebuilding of motor radiators, petrol tanks, wings, etc.; chromium plating also carried out. Please send enquiries to Messrs. Gallay, Ltd., 105-109, Scrubs Lane, Willesden, N.W.10. Ledbrooke 3644. [10657/R]

**AXLES**—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of spinning undertaken; hub rebuilding or resplining a specialty; all sizes, inner or outer; excellent service. **Monroe Motors, Ltd.**, Wembley 2636/4443. [10766/R]

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**ROOF AND REAR LUGGAGE RACKS**  
**R.S.O.P.** racks for hire any period.—605, King's Rd., S.W.6. Renown 4455. [18686]  
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**M.G.** all chrome tubular rear luggage racks for T.D. M.G.s. beautifully made; £5/19/6, cart. paid.—**George Grose, Ladbroke Circus, London**. Central 10904/R

**WATMAC** Dragoman patent detachable roof rack, suitable for any saloon car, fitted or removed in minutes without alteration to car, from 6 to 80 cwt. state make, year and hp. [10239/R]

**WATNEY MOTOR ACCESSORIES Co., Ltd.**, Babylone, 10239/R

**VICTORIA** expanding roof rack, now fits any car, quickly interchangeable strong, lasting. £5/7/6. Minor rack, £4/7/6. Alpines two-bar rack, £5/15, also Victoria clasp, 15/-, all carriage paid U.K.; tarpaulins from your garage.—Now manufactured exclusively by Victoria Motorcrafts, Ltd. Sales, 50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [10695/R]

**CHROMIUM** plated tubular steel grids for XK120 (panel and boot lid), Austin-Healey, Sunbeam-Talbot, £7/10; M.G. models to T.A., £7/5; T.C., T.D., T.F., with back rack, £8; Morris Minor, Austin Standard 8, £5/15; Royal super roof racks, cadmium plated, wooden slats, £5/19/6, other types from £4/4; for hire, 10/- per week; bumper fitting grids for Morris 8, Ford 8 and 10, 15/-; Minx, Morris 10 and 12, 40/-; postage 2/6.—**Derrington, 159-161, London Rd., Kingston 5621-2**. [101071]

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**EXPRESS REPLACEMENT SERVICE**—wholesale and retail.  
**LONDON**: Newton's (Kensington), Glass Merchants, 1266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412.  
**WATFORD**: Baumer's Glass Merchants, Derby Rd., Watford. Tel. Watford 4268.  
**SOUTHEND**: Smith's Glass Merchants, 625-4, London Rd., Westcliff-on-Sea, Tel. Southend 46248.  
**ALL** the above are official Triplex stockists. [10835/R]

**D. W. PRICE**, 10835/R

**FIT** while you wait.—Neasden Lane, N.W.10 (Gla. 7811); 28, New Cross Rd. (New Cross 3556); Savoy Parade, Enfield 5170; Tancard St., Taunton 2593.  
**TRIPLEX**—“While you wait” replacements.—**British Steel Frame Co., Ltd.**, Bishopsgate 9611-3. See “Windcreens.” [10142/R]

## SEATS &amp; WINDOWS

**COMFORTABLE** fold-away bench seats to carry passengers in vans; other seats, set 4 or 6 polished alloy side windows for utilities from £16/6/2.—**Tarrant & Frazer, 10, Winchester Mews, N.W.3**. Primrose 2647. [0581]

## SHOCK ABSORBERS

**SHOCK** absorbers.  
**IF** you are still dissatisfied with your shock absorbers, replace them with Newton hydraulic suspension control and you'll get the best ride.  
**UNITS** and brackets from stock for most popular cars from any Newton distributor or direct.  
**NEWTON**—**LEWIS & KENNEDY, Ltd.**, Valetta Rd., Acton, W.3. Tel. She. 3443. [10104]  
**NEWTON**—**WEST LONDON**:—

**STOCKIST** and fitting service, Woodhead-Monroe, Telford and Rotoflo; conversion sets available; full trade discount.  
**E. HADGGER, Oak Tree Rd. (facing Lord's Cricket Ground), St. John's Wood, N.W.8**. Cun. 7335/102044/R

## SHOCK ABSORBERS

**ARMSTRONG**—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or  
**MAIN** distributors:—  
**LONDON** and the South of England.

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**BIRMINGHAM**, West Midlands and Central Wales:—  
**MARLER & PARTRIDGE, Ltd.**, Fox Hollies Garage, Chester, 16, Acocks Green, Birmingham, 27 Acocks Green 0901.  
**EAST** Midlands Eastern Counties and South Yorks:—

**DICKENS (SHOCK ABSORBERS), Ltd.**, Bullivant St., Alfred St., Central Nottingham, Nottingham 46507-8.  
**NORTH-WEST** England:—

**BRACEGIRDLE MOTORS, Ltd.**, Brook's Bar, Manchester, 16, Moss Side 2245-6.  
**SCOTLAND**:—

**JAMES H. GALT, Ltd.**, 71-73, Dobbies Loan, Glasgow, Tel. No. Douglas 4137.  
**SPECIAL** telescopic conversion for Austin Cambridge; 45/- per unit complete. [10496/R]

**JOHN A. SPARKS & Co., the**  
**GIRLING-LUXAX** largest distributors; complete new assemblies on exchange basis immediately.  
**JOHN A. SPARKS & Co., Girling Main Distributors**, Streatham Hill, S.W.3. Tulse Hill 3434. [10356/R]

**TALFO** telescopic dampers are the latest advancement in suspension control.  
**EFFICIENT** control maintained at low and high speeds.  
**LEVELS** out the bad roads providing extra comfort.

**AGITATION** and frothing troubles eliminated by exclusive patent.  
**FUNCTION** at any angle owing to its independence to gravity problems.  
**LONGER** life due to increased area of body.

**OBTAINED** from main distributors for South London, Kent, East Surrey and Sussex.  
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**30/-**—Exchange reconditioned shock absorbers.—**Withams, 18 Balmham Hill, S.W.12**, Battersea 3280 3769.

**THE** London main distributors for “Rotoflo” and “Telford” shock absorbers in East and West areas are Messrs. Shock Absorber Service, Ltd., East London Depot, 125, Lower Clapton Rd., E.5. Tel. Ambrose 6465 and 6844.

**WEST** London Depot, 564, Uxbridge Rd., Shepherd's Bush, W.12. Tel. Shepherd's Bush 4251.

**WE** are equipped to give over-the-counter service which includes complete repainting of your linkage for dampers to fit most cars.

**POST** and rail orders are dispatched within one hour of receipt of your old units.

**WE** specialise in supplying dampers and special linkage for foreign and “non-standard” cars; full discount to the trade. [10186/R]

**RECONDITIONED** shock absorbers, exchange service, popular types 32/6 each; list free.—**Youngs, 20/32**, Tooting Bec Rd., London, S.W.17. Balmham 7791.

**ALL** types, Eastern Counties largest stockists—**Armstrong, Girling, Luxax, Newton, etc., makers' units**—**Prentice Aircraft & Cars, Ltd.**, Ipswich, Suffolk 77265-6. [10427/R]

**ACCENT** on service.—Old dampers or linkages exchanged “off the shelf”; all British, American and Continental types; six months' guarantee.—**Baillie & Hurn, The Girling People, 31-39, Hopton Rd., Glasgow, N.W.6**. Douglas 1794. [10997/R]

**ALL** types British, Continental, American shock absorbers, suspensions, new, reconditioned, guaranteed; reasonable; conversions to telescopic, padlock discount.—**Tarrant & Frazer, 10, Winchester Mews, N.W.3**. Primrose 2647. [10004]

**NEWTON** shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available M.G., Morris, Wolseley, Hillman, Humber, Austin, Glasglen, Jaguar, Talbot, Riley, Rover, Ford—**University Motors, Ltd.**, Newton Distributors, 7, Hertford St., London, W.1. Gros. 4141. [10250/R]

**SCOTLAND**—**Armstrong, Girling, Luxax, Newton**, Woodhead-Monroe, contact the leading stockists for shock absorber service.—In the East, Inglis Automobility, Ltd., 64-78, Pitt St., Edinburgh, 5. Tel. 26237. In the West, James E. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C. Tel. Douglas 4137. [10550/R]

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**SERVAIS** straight-through silencers and assemblies must improve the performance of all cars, fitted by the leading manufacturers; immediate delivery of popular types.—**Servais Silencers, Ltd.**, Ashford Rd., London, N.W.2. Gladstone 6789. [10654]

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**SPEEDOMETER** repairs.—Rev. counters, electric and lever clocks by Englund's most prompt, efficient and economical service; immediate replacement for most types, o-hers within 48 hours; any make handled by our fully qualified staff in repairs guaranteed.—See below.

**SPEEDOMETER** cables—20,000 in stock, any make or type; state year, make and h.p.; all cables guaranteed.

**THOS. RICHFIELD & SON, Ltd.**, 8, Broadstone Place, London, W.1. Wel. 0402 (5 lines). Established 1938. [10070/R]

**SPEEDOMETER SUPPLY Co., Ltd.**, 34, Shelton St., London, W.C.2. Established 1912. [10165/R]

**YOUR** speedometer reconditioned, 16/- to 30/-; guaranteed 6 months.—**Bradshaw, Speedometer Specialist, 62, Kenilworth Drive, Bristol**. [1174]

**PRIDE & CLARKE, Ltd.**—All spares in stock, speedometers repaired and set to zero from 15/-, quick service and quotations.—**Stockwell Rd., S.W.9**. Bri. 6251. [10742/R]

## SPEEDOMETERS

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**LARGE** stocks of road springs for all popular vehicles at low prices.—**Withams, 18 Balmham Hill, S.W.12**, Battersea 3280 3769. [10513/R]

**WEST LONDON REPAIR Co., Ltd.**, Wim. 6516-7.—Repaired or manufactured, all springs tested for static load and rate of def.—56a, High St., Wimbledon. [10251/R]

## STEERING WHEELS

**RIGID** and sprung.—**Tarrant & Frazer, 10, Winchester Mews, N.W.3**. Primrose 2647. [0981]

## SUPERCHARGERS

**ARNOTT** low-pressure supercharger your car, for instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol, Citroën, Fiat, Renault, etc.

**ARNOTT** high-pressure competition models.  
**CARBURETTORS, Ltd.**, Grange Rd., N.W.10. Willesden 5501. [10177/R]

**ARNOTT** and fittings for S.V. Minor; £25.—151, Bury St., Ruislip, Middlesex. Tel. 9745. [12612]

**MARSHALL-NORDEC** low-pressure supercharger installations are guaranteed to increase performance by over 35%, giving outstanding acceleration and hill-climbing installations for Ford M.G., Morris Minor, Riley 1½-litre Triumph Vanguard, etc. for home and export orders; prices from £65 complete with all fittings. **North Downs Engineering Co., Westbury, Caterham Surrey**. [10755/R]

## TYRES AND TUBES

**MARBLE ARCH**.  
**EXTENSIVE** stocks brand new tyres, Dunlop, Avon, British, etc., all sizes in stock.

**MARBLE ARCH MOTOR SUPPLIES, Ltd.**, 266, Camberwell Rd., S.E.5. Tel. Rodney 2181. And branches. [13502/R]

**TYRES**—**TYRES**—**TYRES**.  
**MAKE** the road safer; tyres are expensive; protect your own life and lives of others by having good tyres.

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**TYRES!! Tyres!! Tyres!!**  
**10000** tyres in stock, every size and make, new, remould, etc., please write or 'phone your tyre enquiries to

**H. MATTHEWS, Ltd.**, the tyre specialists of over 50 years' standing.—69-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [1010/R]

**VETERAN** beaded-edge tyres, new or used.—**Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875**. [104070/R]

**PRIDE & CLARKE, Ltd.**, for new tyres and remould tyre bargains, quotations by return, state sizes required.—**Stockwell Rd., S.W.9**. Brixton 6251. [10738/R]

**TYRES**, tubes (used and remoulds), 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in, also tractor, commercial, ex-W.D. beaded and odd sizes.—**W. 589, Stapleton Rd., Eastville, Bristol**. [10887/R]

**BULL'S**—A tyre for every job; new and remoulds; free fitting; call or let us quote; let us remould your own covers.—**Bull's Rubber Co., Ltd.**, 175, Shaftesbury Ave., W.C.2. Tel. Tem. Bar. 174. [10774/R]

**TYRES**—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive per return of post our quotation, post orders only.—**The Goodwill Rubber & Tyre Co., Ltd.**, 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswells, Norwest, London. [10087/R]

**5000** Guaranteed remould tyres 450x18, 51/2; 500x19, 52/3; 500x16, 55/3; 500x17, 58/3; 550x16, 67/3; 550x18, 73/3; 600x16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch, carriage prepaid, satisfaction guaranteed or money refunded.—**W. Machent & Son, Lockford Lane Garage, Stone, Staffs**. Chesterfield. Tel. 4615. [10224/R]

## WHEELS, DISCS, ETC.

**ALL** types of wheels repaired, replacem' service.—**W. & L. Pave Pottery Rd., Brentford, Middlesex**. Tel. Ealing 5558.

**MOST** types of easy clean and wire wheels in stock.—**Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London, W.5**. Eal. 4298. [10676/R]

**WHEELS** (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles.—**Cook, 589, Stapleton Rd., Eastville, Bristol**. [10888/R]

**CLARE'S MOTOR WORKS**—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—**260, Knight's Hill, West Norwood, S.E.27**. Cliper Hill 0132. [10628/R]

**WEST LONDON REPAIR Co., Ltd.**, Wim. 6516-7.—Wire wheels repaired, converted, resplined, remoulded. Easy clean wheels repaired, retreaded.—56a, High St., Wimbledon. [10638/R]

**6000** car wheels second-hand, all types and years, guaranteed or cash refunded.—**W. Machent & Son, Lockford Lane Garage, Stone, Staffs**. Chesterfield. Tel. 4615. [10222/R]

## WINDSCREENS, WIPERS, ETC.

**AUSTIN** 7 1932-34, £4/5; Ford 8 10, £5/5; trade also supplied.—**D. W. Price, Neasden Lane, N.W.10**. [10258/R]

**BERKSHIRE WIPERS**, repairs, replacem' and spares.—8-14, Hampton Rd., Twickenham Green, Middlesex. Tel. Popesgrove 5284. [10544/R]

**BRITISH STEEL FRAME Co., Ltd.**, 205, Cambridge Heath Rd., E.2, manufacture sports and special windcreens—**Ford, Austin 7**, fixed and sliding windovers for utilities.—**Bishopsgate 9611-3**. [10909/R]



# BUSINESS & PROPERTY, SITUATIONS, BOOKS

## BUSINESS AND PROPERTY

(See also page 100)

AN outstanding opportunity.

**MODERN** car and motor cycle showrooms, filling station and workshops, in industrial town, S. Midlands, main Austin agents; turnover £140,000 p.a.; gross profits £19,000 p.a. offered at little more than freehold value; price £35,000 for valuable freehold, plant and goodwill.—Anthony D. Lewis & Co., 95, High St., Esher, Surrey. (M2071)

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for substantial residence and taxi business, average weekly turnover £25; situated in prosperous running area.—Apply Box 5538. (2751)

**GARAGE** repairs, petrol sales, etc., Essex suburb, £6 profits £1,500 p.a.; £2,000, s.a.v.—Adrian Barr & Co., Ludgate Gardens, E.C.4, City 2558. (2561)

**FREEHOLD** petrol station, London/south coast main rd., six pumps 80,000 increasing, taxis, spacious bungalow; £12,000, s.a.v.—Box 5531. 2714

**GARAGE**, Leamington, nice house, profits freehold; £4,750; Coventry. W. Verborne Park, Ken. 12699

**PETROL** filling station, near London; annual throughput 100,000 gallons, charming home; £13,000 freehold.—Sole Agents, Universa, 47, Victoria Rd., Surbiton, E. Middlesbrough 8359.

**FREEHOLD** village garage, no repairs; 300 gallons weekly, workshops, etc.; living accommodation 2 bedrooms, 1 reception; £2,500 down, balance on mortgage. Apply Universa, as above. 2714

**PETROL**, and repairs, charming Dorset countryside; detached house, lovely gardens, brick workshop; £7,000 freehold; ideal for semi-retirement.—Sole Agents, as above. 2651

**PRIVATE** car hire, old established, with sole station rights, self drive, cycles, large scope modernized house, eight garages, extra land, near south coast freehold; £3,500, s.a.v.—Box 5533. (2746)

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**HANTS**—Main road 4-pump filling station with 60,000 s.a.v.; acre site and detached bungalow, price, all at £6,000 s.a.v. 2714

**MID-SUSSEX**—Corner position on trunk road, garage and filling station with house, petrol 60,000 gal. p.a.; all at £9,500 s.a.v. 2714

**BOURNEMOUTH** area—Main road premises with petrol sales of 52,000 gal.; excellent premises held on good lease and containing valuable equipment; price for lease, goodwill, equipment and stock £4,950. 2714

**FURTHER** particulars of above and other garages available from Gladding, Son & Wing, as above. (M2021A)

**NORTH WALES** seaside resort, garage and taxi business for sale, complete, figures available, post-war cars, main road office and ship, garage for 12 cars if needed; £2,500.—Box 5434. (2511)

**GARAGE** petrol sales, slight repairs; W.2; showing net profits £2,500 p.a.; excellent scope; 13-year lease, option freehold; price £6,500, s.a.v.—Adrian Barr & Co., Ludgate Gardens, E.C.4, City 2558. (2560)

**GOY & RICHARDS**, Ltd., 11c, Motor Industry's Specialist Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33 High St., N.W.3, Tel. Hampstead 3614. (0646/B)

**PETROL** filling station, guest house and cafe; excellent position, London-coast road; petrol island with 4 electric pumps, repairs shop, freehold, goodwill and equipment as going concern; £7,500.—Apply Frank Stubbs & Son, Petersfield (Tel. 213). (2590)

**ALDRIDGES** (est. 1753), Auctioneers and Estate Agents have available several established motor businesses with distribution and main agents; also garages and filling stations in London, Home and Southern Counties. 12699

**SUSSEX** A garage and filling station, general equipped workshop; good living accommodation; suitable development; freehold £7,000. 2714

**ENQUIRE** particulars of above and other garages to N.W.1. Eus. 2352. (M1004)

**ROADSIDE** cafe, guest house, stores, etc.; 3 acres of roadside land, busy South Wales-Midlands trunk road; grand opportunity for energetic man; sacrifice price for freehold with immediate possession.—Full details from Russell, Baldwin & Bright, Ltd., Auctioneers, Has-on-Wye. (2595)

## BUSINESS AND PROPERTY

**CHURCH HOWARD & HILLS**, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to 39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. (M1047)

**PETERS & PETERS**, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigant 1171-2, have over 60 personally inspected and recommended garages for sale throughout England, from £2,000 to £50,000, mortgages arranged on all propositions offered; comprehensive details on request. (2138)

**N.R.** Dunstable, Bedfordshire.—(Luton 4 miles, London 35 miles); modern, well-equipped service garage and filling station, with excellent buildings and workshops, modern equipment, 3 petrol pumps, together with detached house of 10 beds, bathroom, 2 recs., kitchen; petrol sales 30,000 gals. per annum; good turnover; possession; price, freehold, goodwill, equipment, etc., £9,000, plus s.a.v.—Cumberland & Hopkins, 40, High St., Leighton Buzzard, Beds, Tel. 2102. (2536)

**Business & Property Wanted**  
**MIDLANDS**—Filling station wanted.—Thomas Raines & Howell, Business Specialists, 136, Corporation St., Birmingham, Central 2161. (2146)

**GARAGE** filling station wanted, any district London/South Coast, freehold and accom.; £4,500, cash available.—Glynthyn, Rhualist Castle, St. Asaph, Flintshire, N. Wales. (W1004)

**GARAGES** and filling stations in London, Home and Southern Counties, well sited with good petrol sale, required for numerous applicants.—Particulars please to Aldridge Estate Dept., William Rd., N.W.1, Eus. 2352. (2715)

**PETERS & PETERS**, Garage Sales Specialists, 57, The Broadway, Cheam, Surrey, Tel. Vigant 1171-2, urgently require garages, filling stations throughout England for waiting applicants; full market value obtained for genuine concerns; personal inspection of all propositions offered; distance no object. (2138)

**SITUATIONS VACANT**  
The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1954.

**WANTED**, an experienced Ford storekeeper.—Verulam Motor Co., Ltd., London Rd., St. Albans. (2478)

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**FACTORY** situated on southern outskirts of Birmingham.—Please apply Box 5537. (2210)

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**EXPERIENCED** car and commercial vehicle salesman required for good-class old-established provincial business with good agencies.—Full particulars to H. E. Griffin, Commercial Sq., Haywards Heath, Sussex. (2595)

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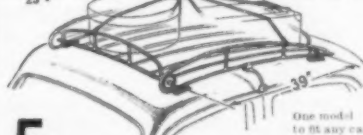
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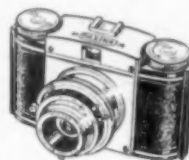
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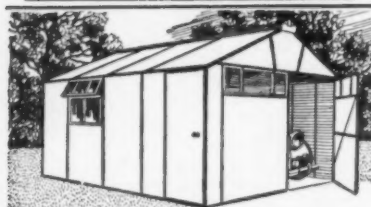
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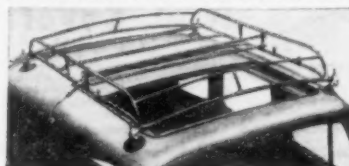
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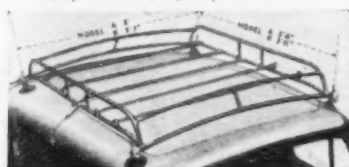
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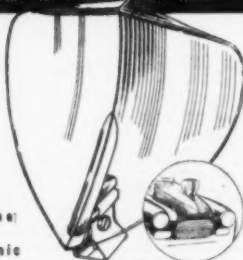




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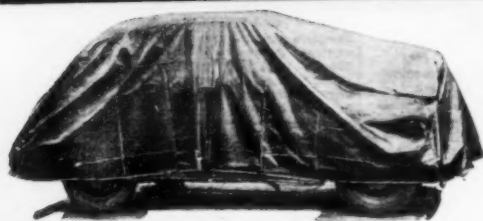
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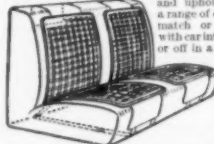
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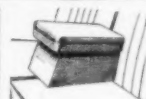
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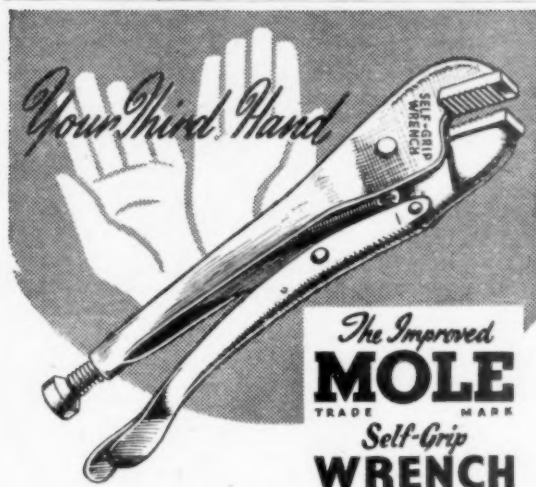
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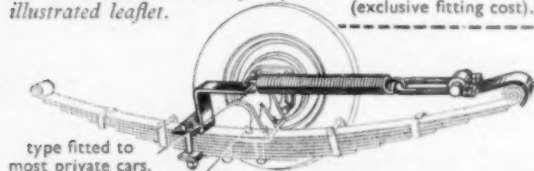
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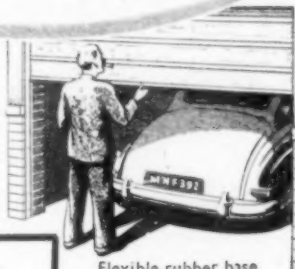
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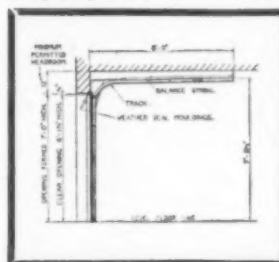
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